



# EYNESHAM PARISH COUNCIL

Extra Traffic Committee Meeting  
held at Eynsham Village Hall, 6.45pm  
on Tuesday 15 August 2023

## MINUTES

**Councillors Present** – Cllr Sue Osborne (Chairman), Cllr Tricia Crowley, Cllr Ross Macken and Sophia Vernon (co-opted member).

Also in attendance – Clerk to the Council. There were no members of the public present.

**23/TC25 To receive apologies for absence** – Cllr Sue Brown.

**23/TC26 To receive Declarations of Interest in agenda items** - None.

**23/TC27 Public Participation** - None.

**23/TC28 Oxfordshire County Council Mobility/Transport Hub Consultation** – Members reviewed [Oxfordshire County Council's \(OCC\) Transport Hub Strategy document](#) which is part of the Oxfordshire Connectivity Plan. It was felt that Back Lane Car Park isn't adequately described. As well as the Co-Wheels shared EV and the Park & Charge with the EV Car Club, the car park is used by First & Last Mile for bus services to/from local villages; it is a cycling connection area; a major short term parking amenity for the Village Hall, Medical Centre, Bartholomew School drop-offs/pick-ups, Bartholomew Sports Centre; and is a link to the S1 route and Eynsham's High Street. It was **RESOLVED** that Cllr Osborne will draft a response for the Clerk to submit to OCC.

**23/TC29 To receive and discuss the proposed Old Witney Road Traffic Calming Scheme**

(a) To note the results of the informal consultation undertaken at Old Witney Road – The following results were noted:-

	<u>%</u>	<u>Count</u>		
No	38	15		
Yes	62	24		
Total	100	39	50% =	19.50

(b) To receive the Clerk's report and agree the next steps – The Clerk's report at Appendix A was noted. It was agreed to update the report to reflect OCC's style of consultation responses. Based on the informal consultation results, it was **RESOLVED** that the Council pursue the recommendations in paragraph 1. It was further **RESOLVED** to publish an amended report online that provides the results of the informal consultation and responds to points raised. Technical points will be considered by OCC who may wish to amend the scheme as appropriate.

**23/TC30 HGV restrictions in Eynsham** - To receive an update on Oxfordshire County Council's highway scheme for HGV restrictions and agree actions. The Clerk reflected on an email received from Trading Standards regarding 'environmental restrictions.' It was agreed that the Clerk will refer back to OCC's Senior Transport Planner and Trading Standards Officer for guidance on how best to address the concerns raised and proceed. Councillors raised public safety concerns and a solution must be found.

**23/TC31 To receive a Community Speed Watch Group report** – Cllr Macken left the meeting at 8.00pm which made the meeting inquorate. It was noted that an additional resident has joined the Community Speed Watch Group.

The meeting closed at 8.04pm.

Meeting Date – Tuesday 15 August

Agenda item – 5. To receive and discuss the proposed Old Witney Road Traffic Calming Scheme

- (a) To note the results of the informal consultation undertaken at Old Witney Road.
- (b) To receive the Clerk's report and agree the next steps.

## 1. Recommendation

- 1.1. In accordance with para 6.1 and para 8. of the Old Witney Road Traffic Scheme Proposal, it is **RECOMMENDED** that the Traffic Committee progress to the next steps of the project as follows:-
  - 1.1.1. Agreement that a traffic calming scheme can be implemented at no cost to the Parish Council.
  - 1.1.2. Consultation is undertaken and any suggested changes to the proposals are considered by the Parish Council and Oxfordshire County Council.
  - 1.1.3. A traffic survey will be undertaken after the traffic scheme is implemented to evaluate the effectiveness of the measures and understand the increased traffic movements. These will be funded by the developer/Oxfordshire County Council.
  - 1.1.4. The scheme is monitored to assess whether any changes are required. (Monitoring to be via feedback to the Clerk from Old Witney Road residents, Eynsham Community Speed Watch or other relevant organisations).
  - 1.1.5. In view of the imminent completion of Abbey Green homes, this project will be pursued promptly to mitigate against the impact of the additional traffic movements.

## 2. Executive summary

- 2.1. At its meeting on 11 April 2023, the Traffic Working Group recommended to Full Council that the Traffic Scheme Proposal is approved. Full Council considered and approved the recommendation at a meeting of the same date.
- 2.2. The proposal supports strategic intent '5 – Support social inclusion initiatives to improve the health and wellbeing of residents.'

## 3. Financial implications

- 3.1. Costs are currently anticipated between £10-£20,000 which it is anticipated the developer will contribute towards. Grants will be pursued should there be a shortfall in funding - the Council will not fund the scheme from its budgets.

## 4. Equality and Inclusion Implications

- 4.1. None identified.

## 5. Sustainability Implications

- 5.1. The proposals would make walking and cycling feel safer and due to the slower movement of traffic.

## 6. Consultation

6.1. A consultation letter was hand delivered to properties at Old Witney Road (Appendix A). This report presents responses received during a 6 week informal consultation period on the proposed Oxfordshire County Council (OCC) Highways' plan for traffic calming on Old Witney Road (Appendix B). The approved Traffic Scheme Proposal states that 'if 50% or more of responses received are in favour, the Parish Council will pursue the traffic calming measures.'

6.2. The informal consultation is required by OCC (and any matters of concern to be considered) before undertaking a formal consultation by OCC which is open to statutory consultees and anyone else to take participate in.

6.3. Residents were asked the following:-

Do you support OCC Highways' plan for traffic calming on Old Witney Road) – Yes/No.

6.4. 41 responses were received during the consultation period, however 2 (from the same address) did not say yes or no and it was unclear from their responses – these have therefore not been included in the final results.

	<u>%</u>	<u>Count</u>		
No	38	15		
Yes	62	24		
Total	100	39	50% =	19.50
Unclear (not counted)	2			

## 7. Comments received

7.1. There are a substantial number of comments for the committee to consider. These include increased flood risk, alternative/enhanced traffic calming measures, alternative locations for traffic calming measures, negative impact on some residents, access concerns and various other comments.

## 8. Legal implications

8.1. As the Highway Authority, Oxfordshire County Council's agreement is required to pursue the project in accordance with legislation and good practice.

## 9. Alternatives/Options

- 9.1. Do nothing – Increased traffic from development sites at the western end of Old Witney Road would reduce the safety and well-being of residents (Abbey Green has 77 dwellings and a planning appeal is currently outstanding for 180 dwellings at Derrymerre Farm).
- 9.2. Additionally, it is unknown whether an underpass to Salt Cross Garden Village will be built at the western end of Old Witney Road as planned or to what extent West Eynsham Strategic Development Area or the A40 improvement work will impact the locality (including rat-running through The Evenlode car park).
- 9.3. Re-assess the design – Consider reviewing and amending the scheme with approval from Oxfordshire County Council to take into account comments received.

## 10. Background papers

Old Witney Road Traffic Scheme Proposal – Available at: <https://eynsham-pc.gov.uk/variable/organisation/877/attachments/OWR-TrafficSchemeProposal-Final.pdf>

Appendix A - Copy of consultation letter which was hand delivered to all homes at Old Witney Road.

Appendix B – All consultation responses.



# EYNSHAM PARISH COUNCIL

CLERK: KATHERINE DOUGHTY,

VILLAGE HALL, 46 BACK LANE, EYNSHAM, OXFORDSHIRE OX29 4QW

Telephone: 07956 901622 Email: epc.clerk@eynsham-pc.gov.uk Web: www.eynsham-pc.gov.uk

12 June 2023

## F.A.O. Current Old Witney Road residents

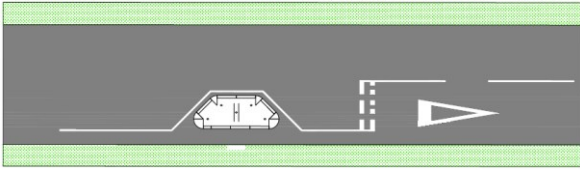
Old Witney Road was not originally built as a residential road, but as an exit road from the village. It was closed off in the 1960s after public pressure and has since become the long, straight residential road that it is today. With the opening up of Old Witney Road to Abbey Green residents, Thomas Homes has offered to contribute to traffic calming measures along the road to bring it more in line with the design of residential roads in Fruitlands, Abbey Green and other parts of the village.

Taking the access needs of existing properties along Old Witney Road into account, Oxfordshire County Council Highways has suggested the following locations and plan:-



Calming features include build-outs with priority signing and speed cushions which aim to slow traffic without interfering with emergency vehicles.





Further information is available online at:

<https://eynsham-pc.gov.uk/variable/organisation/877/attachments/OWR-TrafficSchemeProposal-Final.pdf>. You can also request a copy by email from [epc.clerk@eynsham-pc.gov.uk](mailto:epc.clerk@eynsham-pc.gov.uk).

No resident or Councillor will see any personal information submitted to this consultation. All responses to this consultation will be published with personal information redacted by the Clerk.

**Do you support OCC Highways' plan for traffic calming on Old Witney Road?    Yes / No**

Comments.....

.....

Name: .....

Address: .....

**Please send your reply by Sunday 23 July to:**

- Eynsham Parish Council, Eynsham Village Hall, Back Lane, Eynsham, Witney, Oxfordshire OX29 4QW or
- drop through the Parish Council's letterbox at the Village Hall or
- email your response to [epc.clerk@eynsham-pc.gov.uk](mailto:epc.clerk@eynsham-pc.gov.uk)

Yours sincerely

Mrs Katherine Doughty  
Clerk to the Council

## Consultation Responses

Responses to objections and other comments – the following notes are references where appropriate in the following comments:-

**Note 1** - Consider at a later date in a village-wide traffic review.

**Note 2** - OCC will be asked to consider the information provided when preparing detailed plans for the Old Witney Road Traffic Calming Scheme.

**Note 3** – Eynsham’s County Councillor has discussed the matter of cars going via The Evenlode pub car park to reach the A40 or Old Witney Road, with the Manager of The Evenlode.

**Note 4** - Funding provided (developer & OCC) is earmarked for Old Witney Road traffic calming measures only.

Response No.	Comments	Y / N
1	I also suggest double yellow lines to stop Old Witney Road being used as a Park and Ride.  <i>See note 1.</i>	Yes
2	The pressing need is limited timed car parking spaces outside the play area as families park up the road and excited children run across the road. We have seen two near misses recently.  <i>See note 1.</i>	Yes
3	The pressing need is limited timed car parking spaces outside the play area as families park up the road and excited children run across the road. We have seen two near misses recently.  <i>See note 1.</i>	Yes
4	Have lived here for 40 years and want it left as it (is). We do not want that outside our house. Money would be better spent on the awful pot holes around the village.  <i>See note 4</i>	No
5	Have lived here for 40 years and want it left as it (is). We do not want that outside our house. Money would be better spent on the awful pot holes around the village.  <i>See note 4</i>	No
6	If the plans stay as your letter dated 12 June we can see this slowing the traffic. But, it will create more parking outside our house as resident with calming measures outside their homes will just move their cars down the road making an already narrow road congested and very difficult for us to get our cars off the road not being able to see and reverse off our drive safely. Also, it will divert the rainwater down to the right hand side of the road - the road cambers to the right down towards Witney Road, this is already a big problem for us at [REDACTED] Old Witney Road. The	Unclear

	rainwater runs down the road and floods our drive and garage. We have already spent thousands of pounds on a gravelly (?) drive to help prevent this. We have no kerb edges on our side of the road - see picture. Please can you address this before putting traffic calming and resurfacing the road which will make the road even higher.	
7	<p>If the plans stay as your letter dated 12 June we can see this slowing the traffic. But, it will create more parking outside our house as resident with calming measures outside their homes will just move their cars down the road making an already narrow road congested and very difficult for us to get our cars off the road not being able to see and reverse off our drive safely. Also, it will divert the rainwater down to the right hand side of the road - the road cambers to the right down towards Witney Road, this is already a big problem for us at [REDACTED] Old Witney Road. The rainwater runs down the road and floods our drive and garage. We have already spent thousands of pounds on a gravelly (?) drive to help prevent this. We have no kerb edges on our side of the road - see picture. Please can you address this before putting traffic calming and resurfacing the road which will make the road even higher.</p> <p><i>See note 2.</i></p>	Unclear
8	We are supportive of the principle of traffic calming. We look forward to seeing more detail as the plans progress.	Yes
9	We are supportive of the principle of traffic calming. We look forward to seeing more detail as the plans progress.	Yes
10	<p>I support any traffic calming measures on Old Witney Road. However, I would rather see speed cushions at all 3 points as it seems to me that build-outs force all traffic to one side of the road, possible at speed.</p> <p><i>See note 2.</i></p>	Yes
11	<p>I fully endorse the traffic calming measures proposed for Old Witney Road, but I have a couple of suggestions. (1) Are three points where traffic needs to slow, enough? It's a long road and I would fear that people would slow down to pass them and then speed up between. (2) I also worry about the buildouts. Basically a good idea, but where the opposite side of the road is simply a grass verge, won't that encourage people to cut round on the grass (I suppose the same could be said for speed bumps). Thanks.</p> <p><i>See note 2.</i></p>	Yes
12	I would like to advise that I object to any form of traffic calming measures being put in place along Old Witney Road.	No
13	I wish to object to the planned traffic calming plans for Old Witney Road.	No
14	I am emailing to support the proposed traffic calming measures laid out on the PC website and in the recent letter sent to residents. Many thanks to Tricia and the PC for your work in putting forward this proposal which I hope will help make the road safer and discourage some of the excessive speeds which we have seen on the road.	Yes



15	<p>I support the traffic calming plan. I do have a significant concern however. We already suffer from flooding caused by run off from the road - to the extent that we are having to have work done on the house to try and dry it out. The build out has the potential to make this significantly worse - when it rains heavily there is a lot of water running down the road, on both sides and it has nowhere to go. I believe that it is the responsibility of the Highways Authority to ensure that run off does not cause flooding.</p> <p><i>See note 2.</i></p>	Yes
16	Please take this email as confirmation that I support the OCC highways' plans for the traffic calming on Old Witney Road	Yes
17	<p>I am writing to confirm our support for the traffic calming plans for Old Witney Road. We are fully in favour of the plans. Our children play out on their bikes and scooters and we regularly experience motorists travelling at high speed to cut through the Evenlode pub. Please could you pass on our support to the committee. Many thanks.</p> <p><i>See notes 2 and 3.</i></p>	Yes
18	I am writing to confirm our support for the traffic calming plans for Old Witney Road. We are fully in favour of the plans. Our children play out on their bikes and scooters and we regularly experience motorists travelling at high speed to cut through the Evenlode pub. Please could you pass on our support to the committee. Many thanks.	Yes
19	Before moving here, I lived in a road with humps and it stopped the road being a 'rat run' and made it much quieter.	Yes
20	I 100% support this plan for traffic calming on our residential street. Let's bring OWR in line with other residential roads in the village and make OWR a safe place to play, walk, cycle and visit the park.	Yes
21	I 100% support this proposal. Great idea! Anything to help the extra cars slow down and keep our road safe for our children, the elderly, young visitors to the play park and cyclists. The road is so long and straight - this traffic calming will help drivers take more care and drive more responsibly.	Yes
22	<p>Overall, I support the traffic calming scheme, and welcome next steps in implementing it. This is because given the lack of clarity from OCC or the developer on the timeframe that Old Witney Road is to be closed off again, I think the maximum available traffic calming is the most effective measure to ensure people's safety and support the village goal for residents to use sustainable transport without fear. I also think that implementing traffic calming measures should make it clear to any new village residents in Abbey Green that Old Witney Road is a residential street first and foremost rather than a larger permanent access road.</p> <p>I would also add three comments for the record please:</p> <p>1) Traffic cushions have poor efficacy in comparison with speed humps, in my opinion. Having grown up on a long straight residential road with traffic cushions and been witness to numerous pets being run over along with</p>	Yes

	<p>several human near misses, I have personally seen modern cars - particularly popular 4x4s and large models - speeding over them at 40mph+ with no problem to the car or driver. On emergency vehicle access: Given that said vehicles are likely to be coming off the nearby A40, the arrival time difference between speed humps and traffic cushions will surely have negligible effect. On current average response times I would suspect the effect will be minute in percentage terms. I would therefore strongly support full-width speed humps following precedent on Spareacre Lane and Acre End Street.</p> <p>2) I also agree with the idea for build outs and would ask whether it's possible to add large wooden planters to these as has been done in other parts of Oxfordshire to support EPC's green commitments?</p> <p>3) Please can signs be erected at both ends of Old Witney Road stating clearly that this is 'Temporary Access to Abbey Green / Witney Road' respectively? I know it may be five years but that way expectations are set and clear for all parties.</p> <p>I understand that these three suggestions will incur increased costs but assume that Thomas Homes, the developer and OCC representatives understand their presumably considerable liability in this situation should insufficient traffic calming be implemented, and that taking maximum effective measures therefore represents good value to their organisations. Or, if they would prefer to fund only lesser measures, additional legally watertight confirmation that the access will be temporary for only two years should be required. Happy to discuss further.</p> <p><i>See note 2.</i></p>	
23	<p>In general we would support some sort of traffic calming in the road as there are already issues with speeding, especially from the Evenlode, and this will only increase as the new houses are sold.</p> <p>However we have already had a meeting with OCC highways and a representative from the PC as the current plans are not fit for purpose and will cause inconvenience for homeowners. Any one sided calming will be ineffective as the road is not busy enough with 2 way traffic for this to be any use. Any calming needs to be across the whole road.</p> <p>Also they need to be in a better position than those shown on the plan. We have a large caravan and one humps current position would make moving our caravan out of our drive extremely difficult if not impossible the same would be the case for our neighbour who also has a caravan.</p> <p>There are places along the road where humps/pads could be placed where they would not interfere with access to any driveway.</p>	No

	<p>We are already being inconvenienced with the opening of the road and construction traffic using OWR and do not wish to be further aggravated by poorly planned traffic calming. We would be in favour of a meeting between OCC, the PC and residents of OWR to ensure an effective, suitable and convenient solution.</p> <p><i>See note 2.</i></p>	
24	<p>In general we would support some sort of traffic calming in the road as there are already issues with speeding, especially from the Evenlode, and this will only increase as the new houses are sold.</p> <p>However we have already had a meeting with OCC highways and a representative from the PC as the current plans are not fit for purpose and will cause inconvenience for homeowners. Any one sided calming will be ineffective as the road is not busy enough with 2 way traffic for this to be any use. Any calming needs to be across the whole road.</p> <p>Also they need to be in a better position than those shown on the plan. We have a large caravan and one humps current position would make moving our caravan out of our drive extremely difficult if not impossible the same would be the case for our neighbour who also has a caravan.</p> <p>There are places along the road where humps/pads could be placed where they would not interfere with access to any driveway.</p> <p>We are already being inconvenienced with the opening of the road and construction traffic using OWR and do not wish to be further aggravated by poorly planned traffic calming. We would be in favour of a meeting between OCC, the PC and residents of OWR to ensure an effective, suitable and convenient solution.</p> <p><i>See notes 2 and 3.</i></p>	No
25	<p>Only concern is that it may be noisy from cars grounding out over bumps.</p> <p><i>See note 2.</i></p>	Yes
26	<p>Only concern is that it may be noisy from cars grounding out over bumps.</p> <p><i>See note 2.</i></p>	Yes
27	<p>This is the perfect solution. The road has become very busy. Lots of speeding vehicles. Lots of people cutting through the Evenlode to get onto A40. Some of the speeding vehicles have become really dangerous!!! This must go ahead.</p>	Yes
28	<p>None</p>	Yes
29	<p>If everyone kept to 20 there would be no need for traffic calming.</p>	Yes
30	<p>It will directly affect us to get in and out of the driveway. Also regular shopping and other deliveries will not be able to park outside as it will only</p>	No

	<p>be a one lane road. Further objections are on the attached sheet (which was emailed to the Parish Clerk).</p> <p><i>See note 2.</i></p>	
31	<p>It will directly affect us to get in and out of the driveway. Also regular shopping and other deliveries will not be able to park outside as it will only be a one lane road. Further objections are on the attached sheet (which was emailed to the Parish Clerk).</p> <p><i>See note 2.</i></p>	No
32	I think it is a good idea.	Yes
33	Please see attached comments	No
34	Please see attached comments	No
35	<p>Thank you for your note concerning the proposed traffic calming measures to OWR. For the sake of good order, I do not support the OCC proposal. OWR already has a 20mph speed limit which, the residents support and adhere to.</p> <p>I would refer to your opening paragraph where you state that the road has been closed due to public pressure and I would ask firstly, what leads you to believe that's changed?</p> <p>Secondly, the road already has natural calming measures due to the number of residents parking their vehicles on the road which, allows only one vehicle to pass at a time. I suggest the introduction of yet more obstacles and barriers will only serve to frustrate the current residents who stand to gain nothing from these plans.</p> <p>Can you also explain to me why the developers had not facilitated a suitable ingress and egress route from their development. Surely this would have been required as part of the infrastructure planning process. Providing a "rat run" such as the opening up of an old unwanted road does not seem in keeping with the current planning processes. Perhaps its an oversight (just like the water provision to the development) but if it is, it's a big one!</p> <p>In addition, it won't take long before the traffic from the estate gets frustrated at the queues leading onto Witney Road from OWR and then onto the A40 (which they will only be able to go west ) and completely avoid the features by cutting through the Evenlode car park. Traffic already emerges at speed from the car park because they don't believe any local traffic will cut across them. <i>See notes 2 and 3.</i> I know because I live over the road (REDACTED) and often have to brake for vehicles emerging at speed, without looking from the carpark. I would be interested in your responses to my concerns.</p>	No
36	Yes I support Old Witney Road traffic calming.	Yes
37	I have some worries that having those in place will encourage the permanent opening of the road to Abbey green while it's supposed to be only	No

	<p>temporary. The calming feature speed cushion can be moved over by driving without slowing much and unless cars are parked around, they won't reduce speed. The build out could help but usually are where cars are parked. May be good during the day as some people still rush through the street to cut traffic light via Evenlode. So overall not sure about impact.</p> <p><i>See note 2.</i></p>	
38	I write to confirm that I support the calming features suggested in your letter of the 12th June 2023, but I wish an additional speed cushion added opposite 55-57 Old Witney Road because now that the road is opened cars are already using it and I noticed some speeding just after coming out of the new road.	Yes
39	Short answer is no no no. The 20mph speed limit and the cars etc parked on the road should be sufficient to control traffic. Leave the road to the character it has. It is not a through road.	No
40	See attached.	No
41	No form provided - only emails.	No

**Accompanying letters to forms/emails.**

<b>Response No</b>	<b>Accompanying letters.</b>
30/31	<p>I hope this letter finds you well. I am writing to express my concerns and objections regarding the proposed traffic calming measures planned to be implemented on Old Witney Road. While we acknowledge the need for traffic management in our neighbourhood, we believe that the current proposed location is not ideal and could lead to unintended negative consequences.</p> <p>Firstly, I would like to emphasise that our objection is not motivated solely by self-interest but rather by a genuine concern for the well-being and safety of the entire community. We understand the importance of traffic calming measures and appreciate the council's efforts to address the issue. However, we do not fully see the need for calming measures along Old Witney Road, even with increased traffic from the temporary opening up of the road to Abbey Green residents; there are many other roads within Eynsham without traffic calming measures that are far busier than Old Witney Road, so we fail to see why they would be necessary at the locations as proposed by the council and Thomas Homes.</p> <p>Our main concern with these measures is the impact this proposal will have on the stretch of road outside No. 46 Old Witney Road (a build-out with priority signing). We firmly believe that relocating this proposed measure further down Old Witney Road, past the entrance of the Evenlode public house, would be a more suitable and effective solution for several reasons.</p> <p>1. Road Width and Congestion: The area past the Evenlode pub boasts a wider</p>

	<p>road, which can better accommodate the implementation of a traffic calming measure without causing unnecessary congestion. Placing the measure in this area would not only minimize the disruption to traffic flow but also alleviate potential congestion issues during peak hours.</p> <p>2. Residential Impact: The current proposed location outside No. 46 Old Witney Road would severely limit parking options and access in and out of driveways for residents, adversely affecting their daily lives - in particular to us at No. [REDACTED], where it would make getting in and out of our driveway near impossible. Furthermore, it would create challenges for essential services like food deliveries, emergency vehicles, and maintenance personnel. By situating the measure further down the road, where there are fewer residential properties only on one side of the road, the impact on residents' convenience and accessibility would be significantly reduced.</p> <p>3. Safety and Business Considerations: The stretch of road outside No. 46 Old Witney Road experiences a relatively high volume of pedestrian activity, particularly children and elderly individuals. Implementing a traffic calming measure at this particular location could inadvertently attract a higher build-up of traffic due to the large amount of pedestrians and vehicles frequenting the Evenlode pub, who would have to give way when exiting onto Old Witney Road if the priority signage is located outside No. 46. It could present potential business concerns for the Evenlode.</p> <p>Moreover, this would also increase the risk of accidents by compromising the safety of vulnerable road users. Relocating the measure to the wider area past the Evenlode pub would ensure a safer environment for all road users, including pedestrians, and alleviate any concerns regarding business.</p> <p>I kindly request that the council reconsiders the current proposed location for the traffic calming measure and takes into account the points raised above. We believe that a more equitable and community-centric solution can be achieved by relocating the measure further down the road. By doing so, the council would not only address the concerns of residents but also enhance the overall effectiveness and positive impact of the traffic calming initiative.</p> <p>I appreciate your attention to this matter and would welcome the opportunity to discuss it further or provide any additional information that may assist in reaching a satisfactory resolution. Thank you for considering our objection and taking into account the best interests of the community.</p>
33/34	<p>Here is our response to the questionnaire sent to us in June. We live at [REDACTED] Old Witney Road.</p> <p>(An email response was given as an option, but we have heard from a neighbour that the Council is advising sending a letter too, so we have delivered one to EPC, Eynsham Village Hall, stating the same objections.)</p>

	<p>We do not support OCC Highways' plan for traffic calming on Old Witney Road.</p> <p>We object to the traffic calming plan for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The calming measures are not needed because cars already travel slowly along the road because of the 20 mph limit and also because there are normally many cars parked along the sides of the road at most times of day, so cars have to slow down to manoeuvre around them.</li> <li>2. The Working Group states that 'The no-through road is currently used by many families who value its relative safety and quietness that allow informal use of the road for play activities'. We have lived here for almost 20 years and do not agree that such use is often seen. In any case the greater number of cars using the road when the new estate is inhabited is likely in itself to hinder the use of the road for play, and the extra calming measures will not mitigate this hindrance.</li> <li>3. The Working Group states that when in due course Abbey Green is linked with the Chilbrook Meadows (the Derrymerrye Farm development<sup>2</sup>), Old Witney Road will once more be closed to vehicles at the northern end. This means that in a few years the traffic calming will be unnecessary, so its construction now is not a good use of the money the developers are making available.</li> <li>4. The calming features are not spaced equally along the whole length of the road but bunched nearer the junction with Witney Road. If they were spaced equally the northernmost feature would be constructed by the pavement outside the Evenlode.</li> <li>5. The northernmost feature is better placed outside the Evenlode as this stretch of Old Witney Road does not have residential houses and so no houses will lose a parking space.</li> <li>6. Living at number [REDACTED] we will lose the possibility of parking a car (or two smaller cars) alongside the pavement outside our property. This will be inconvenient when we have guests or deliveries or our own drive is used for other purposes than parking, e.g. hedge trimming, skips, building materials.</li> <li>7. The loss of the parking spaces may reduce the value of our property.</li> <li>8. The attractive view down the road in both directions will be spoilt. It is an old road of historic interest with interestingly designed houses/bungalows of quality on both sides, creating an agreeable vista.</li> </ol> <p>Best wishes,</p>
40	<p>Thank you for your prompt response, have attached this time a copy of a fully 'completed' form. I apologize for my error in not completing the form correctly, I forgot councils like their forms duly completed!</p> <p>In the avoidance of any doubt let me make it very clear, I am totally opposed to the proposal. I must admit I expect the so called 'Traffic Committee' will in the end get their way and impose this stupid, not thought through answer to a problem that does not exist. What was the point of the introduction of the 20mph limits?, the signs of which, are in several cases around the village (including the stupid speed detection sign on Witney Road) now obscured by foliage.</p> <p>Just ask the Traffic Committee from me how many more types of 'Street Furniture' they intend to ruin our village with.</p> <p>I really pity the residents of No's 14 and 48 if this goes ahead.</p> <p>'A Great Place to Belong' ! Yes it was once.</p>

With respect to the EPC letter dated 12 June 2023 regarding the above I have the following comments :

1) Your letter states that the road was not built as a residential road but as an exit road from the village. This is actually incorrect, the road was the main road from Oxford (over the toll bridge) through to Witney and there has always been a number of residential properties on Old Witney Road. The road was closed off after the A40 bypassed the village, not at the same time and because of traffic to the San Remo transport cafe in order to stop heavy vehicles access.

2) The proposal for 'built out' extensions and single lane traffic outside of No 14 and No 48 will, if constructed, mean nearby residents will have to put up with vehicles starting and stopping at these points and in addition in the case of the one at No 14 create a safety hazard for vehicles exiting Fruitlands. *See note 2.*

3) With respect to the so called speed cushions (is OCC/EPC admitting that the 20mph limit is not being adhered too?) these again will cause noise for adjacent residents, just wait until the road surface degrades either side of these and residents complain of vibration to their houses. *See note 2.*

4) There is no mention of double yellow lines which should certainly be considered, especially close to the road restriction by No14 and No 48, Why? These proposed restrictions will not reduce on-road parking only move it to areas that are not restricted by the speed cushions and the road restrictions. *See note 2.*

5) Would recommend double Yellow lines from the junction with Witney Road to join with those already in place behind the Evenlode and then on into the Abbey Green estate. ALL properties along this road have off-road parking so no excuse for parking on the highway. *See note 2.*

Overall I don't think Oxfordshire Highways/EPC have given very much thought to this proposal which is not necessary at all considering that the road to Abbey Green will eventually be closed off to vehicular traffic.

Having given my comments above, I have to tell you that the speed cushions will make absolutely no difference to me as like a lot of people I drive a wide wheelbase vehicle which is not effected by the dimensions of these cushions.

If speed humps are constructed instead then just wait for residents complaining about large vehicles bumping over them and the road surface deteriorating into pot holes on either side.



41	<p>I have been opposed to the idea of using Old Witney Road as the road to be used to get to and from the new houses on the west side of Eynsham.</p> <p>There are some houses that can be found adjacent to the new builds, and the access to these are directly from the A40.</p> <p>Why should the residents of Old Witney Road have to suffer of having traffic islands and speed humps outside our houses, when there were other options available for changing the infrastructure?</p> <p>If these measures are not put in place, then the people that live in these new houses, will only treat Old Witney Road in the same manner as the new residents that live in the new houses, at the end of Thornbury Road. By that I mean, drivers will speed up and down Old Witney Road.</p> <p>I am disappointed that it has come to that.</p> <p>[name]</p> <p>-----Original Message-----</p> <p>Good evening</p> <p>I have been a resident in Old Witney Road since 2016 and have been shocked and surprised at the lack of consideration that the local planners have shown towards the people that live in Old Witney Road, with the building of new houses at the end of this road (adjacent to the A40), and the infrastructure to get to and from these new houses.</p> <p>Whilst I accept new houses are needed, with an ever expanding population, I have seen what impact this has had on the residents of Thornbury Road after the new houses were built there. There are some motorists who enter/leave Thornbury Road in the wrong side of the road and can quite often see the near misses that occur as result, in addition to people treating the extension of road, more as a private racetrack, than a public highway.</p> <p>Why should the residents of Old Witney Road, have to suffer with additional road furniture, like speed humps and traffic islands, as a result of poor infrastructure planning?</p> <p>Is there anything that could be said or even done to change the inevitable, of the speed humps etc being installed in Old Witney Road?</p>
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