

Deddington Neighbourhood Plan

Second 'drop-in' event 24-25 April 2015

Comments on Movement & Transport draft goals and objectives

Goal M1

To promote more sustainable movement and transport patterns.

No comments.

Objectives

1.1 To promote reduced dependency on the motor car as a mode of travel, especially single occupancy car use.

At least a daily bus through Hempton to go to Banbury.

Village car club ? Cycle path/lane on Oxford road, south of Deddington.

I think there should be more bike tracks - Age 7.

1.2 To promote greater use of public transport to places within and outside the Parish, especially if there is enhanced provision of bus services.

Evening bus services would make theatre/cinemas recreational facilities sports clubs available - for young and old.

More frequent bus services e.g. Banbury > Oxford with no detours around villages.

1.3 To increase the number of journeys on foot and by bicycle by:
- lobbying for the improvement of sub-standard footways in the Parish;
- identifying opportunities to create cycling lanes throughout the Parish;
- identifying other initiatives to promote greater use of bicycles (e.g. purchase subsidies, sponsored cycle parking).

To provide very [generous] cycle paths alongside existing roads where possible.

Cycle lane from Deddington to Lower Heyford station perhaps ?

Cycle lane to south of Deddington the Oxford road.

What about a pop-up barrier that operates at either end of Tays Gateway, operating 8-9 and 3-4, to encourage children to walk to school ? or a walking bus to get to school ?

Yes to more cycle paths all round.

Widen pavements [or heights].

1.4 To promote a culture where pedestrians and cyclists are ranked above vehicles throughout the Parish.

That would be brilliant but I fear only realisable if you have a big out-of-village car park which would be a disaster.

How about applying for closing a road, Earls Lane for e.g. every year/month, to have a family walking/cycling day ?

Goal M2

To promote policies to reduce traffic speeds, improve road safety and alleviate parking problems in the Parish.

Traffic light phasing needs regular review as frequent off peak waiting induces frustration & bad driving habits.

Sort phasing on traffic lights to alleviate waiting traffic on Hempton Road & Horsefair sides.

Alter pinch point in Chapel Square by adding chicane Market Place side to aid visibility.

20 mph may help alleviate problems at the pinch point prior to Chapel Square.

Stop large vehicles from using Clifton as easy way to Deddington along Earls Lane.

Inconsiderate and selfish parking.

Parking scheme to stop long term parking in village centre.

Before any further development is planned = the urgent need is to plan the/a Ring Road - transport system.

Objectives

2.1 To seek more effective measures to reduce the speed of vehicles entering Clifton, Deddington and Hempton through the introduction of deceleration measures.

What can be done ? 'A' road restriction on 4260.

Agree speed needs to be reduced with help from Police.

Have electronic speed restriction reminder sign from Banbury on entering Deddington.

And to lobby for 20 mph speed limits where possible.

20 mph through the village.

Slow traffic through village.

20 mph limit in Earls Lane between Pound Court and the Banbury-Oxford road.

20 mph for Hopcraft Lane St Thomas St. and Philcott St.

Make Hopcraft Lane 1 way. The deliveries to Johnsons + household parking & speed of traffic make it a dangerous road.

More police monitoring the speed limits more frequently would help.

Hopcraft Lane 1 way - roundabout outside Windmill entrance or chicane ? + Clifton Road.

"STOP" sign at exit from Chapel Square to Market Place.

What about 50 mph (or less!) speed limit on Hempton Road between Deddington and Hempton. Cars drive far too fast along there.

The hempton 'Pinch Point' needs serious attention before there has to be a reason to do something!!

There also needs to be a pedestrian crossing in Hempton.

2.2 To examine the scope for solutions to alleviate parking concerns in the Conservation Area, including Market Place, Earl's Lane and New Street.

Yes I agree essential.

Don't forget the BullRing!

Wants parking meter in the market place.

"NO PARKING" (for one hour e.g. 8am-9am) in Market Place to inhibit Parking and Riding. (Cars of residents not penalised.)

Should have car park made for offices at edge of village. They should not impact residents unable to park in their roads.

Office parking should not impact on residents parking. Perhaps offices should contribute to provision & maintenance of dedicated spaces.

Car park needed in Earls Lane.

Should be a car-park in Earls Lane.

Fewer new houses.

2.3 To ensure that any new housing has adequate off-road car/cycle parking provision.

Really essential.

V. important - can cause frustration.

Most important.

This is essential - new estates don't have enough parking.

Really important as many new developments don't have adequate parking.

Very important but would it deter people "popping to the shops"??

WALKING AND CYCLING ROUTES

If you could designate a route in the parish which would enhance the opportunity for (a) walking and (b) cycling - where would you choose? Ideally the route will encourage more walking and cycling by residents of the parish.

Safer footway provision of the Deddington Circular walk once it hits the A4260 near Chapman's Lane.

Transcription of annotation on map of Deddington on the west side of the A4260 entering Deddington opposite Chapmans Lane: "Footpath > pavement needed here at end of circular walk".

Pedestrians many dangerous points - Chapel Square/Philcote St/St Thomas St/No link to Chapmans Lane/Hopcraft Lane/Earls Lane.

Footpath all the way down Earls Lane including curbs next to doctors to make it easy and safe for prams/scooters and wheelchairs.

Footpaths are currently a nightmare. Try pushing a pram or wheelchair - wheelbarrow even! The added difficulty is cars parked up onto the few paths we have! It adds insult to injury!!

Create a new footpath from the west side of the Swere, to join the existing path which ends where the path through Deddington Mill was closed.

Open the short section of Papermill Lane, between the field barns & the Banbury Rd, as a footpath.

First response: This is a private road.

Second response: and where a great deal of thefts has taken place & vandalism.

Safer cycling route to Aynho canal + tow path enhancement allowing cycling into Banbury/Oxford.

Cycle link to north south route passing through Barford (cycle-tracks?)

GLOBAL GOALS

Goal G1

To create a process to identify and respond to the future needs of the Parish, and to the wishes of local residents and businesses.

Those who could not bother to contribute have no complaint if their wishes are ignored. But the views of the majority must take precedence over personal views.

Goal G2

To encourage the efficient use of resources and, where appropriate, renewable energy generation.

ESSENTIAL for the sake of our grandchildren.

Goal G3

To ensure that the promoters of all new developments contribute to the cost of the projects identified in the Neighbourhood Plan goals and objectives.

No comments.

Goal G4

To monitor the effectiveness of Neighbourhood Plan policies and changes in the Cherwell Local Plan or national policies through the parish council.

No comments.