

## Roads

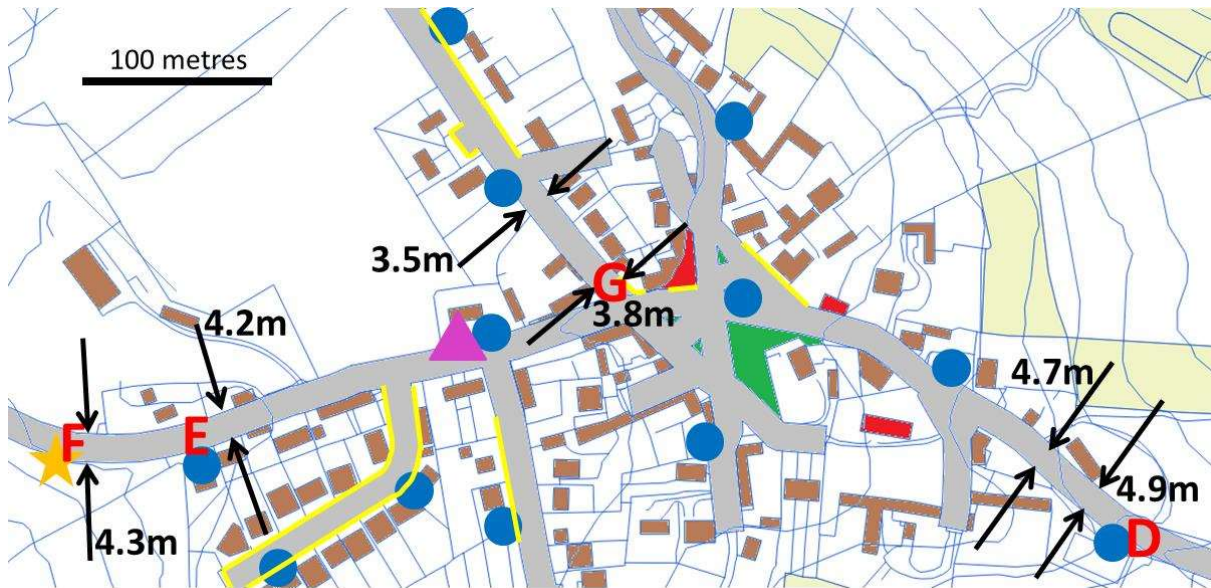
I object to the application because the existing limitations of the road network make it already very hazardous such that, coupled with the amount of traffic, it discourages walkers and cyclists. Villagers are fearful of walking and cycling because of the traffic and its speed along the road that is narrow, winding, and without footways. The road is also used by horse riders. Thus, the impact of the proposed new development would be severe. Also, if it were to go ahead, I can anticipate major problems with construction traffic approaching the site from the east or from the west.

The applicant's Transport Statement refers to Rattlecombe Road which enters Shenington from the west and ends at the junction with Stocking Lane. Thus, the statement ignores the main road passing through the centre of Shenington and Alkerton on its way to the A422. That is the main route to the villages.

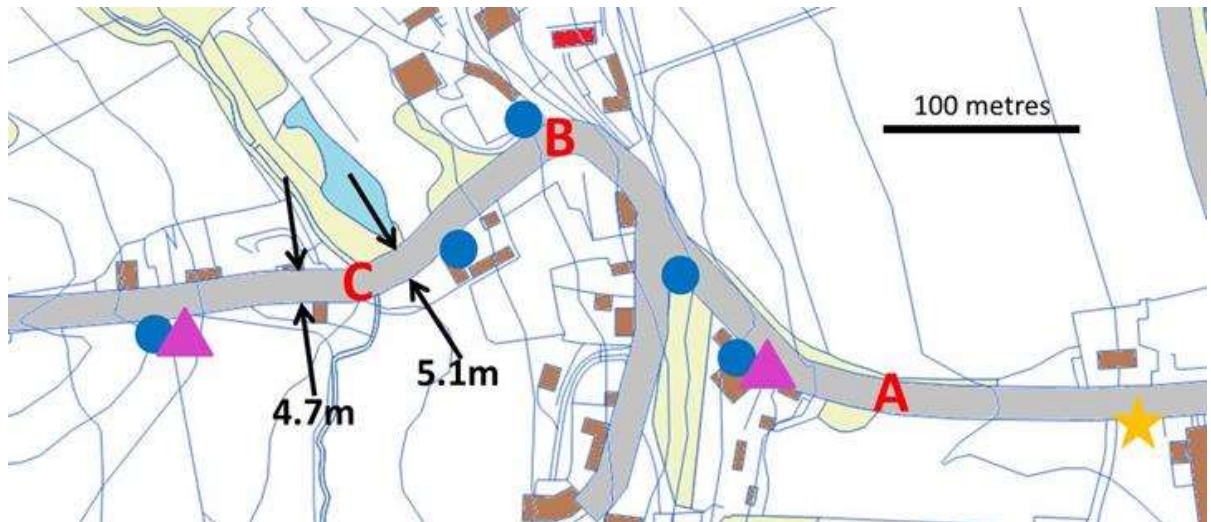
The diagrams below show the road network in Shenington and Alkerton. (The diagrams come from a report we sent to Oxfordshire County Council in 2015 to justify the introduction of a 20 mph speed limit. It was unsuccessful because of the county's policy at that time.)

The main points from the diagrams include the following.








1. Despite the applicant's assertions to the contrary, at many points the roads are less than 5m wide.
2. Note the absence of any footways on Rattlecombe Road and the main road.
3. Sightline issues at bends (hazard points A, B, C, D and F) make it dangerous for walkers facing oncoming traffic.
4. There is a very sharp bend at B. Traffic tends to cut off or swing out. This is a particular problem for buses and other large vehicles. The bend is totally blind because of its sharpness and a high wall on the inside of the bend.
5. Combined with the narrow carriageway, the bends at C, D and E have caused problems for vehicles approaching from each direction at the same time. Traffic is forced to slow down or stop.
6. The junction of Stocking Lane and the main road is hazardous at G because of its narrowness and poor sightlines from the west and for walkers coming down Stocking Lane. Vehicular congestion regularly occurs at peak times. The applicant's Transport Statement clause 5.2 says: "the existing vehicular access point onto Stocking Lane is to be removed ..." However, it does not explain how vehicular traffic would be able to get to the school, surgery and homes in Stocking Lane.
7. There is no footway over the southern part of Stocking Lane and the existing footway is on the opposite side of the road from the proposed new development. Children from the proposed new development going to the primary school would have to cross the road at a time when other children are being delivered to school by car.
8. The D'Arcy Dalton Way and the McMillan Way long-distance footpaths use Rattlecombe Road and the main road from E to just before D. Sometimes walkers get lost and end up walking on more hazardous parts.
9. The lighting of Rattlecombe Road and the main road is just about adequate but leads to a problem when a light fails and is not promptly replaced (as often seems to be the case). I take a torch if I go out and it is dark



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-  Speed limit sign
-  Footway
-   Location of carriageway width measurement with value in metres
-  Oxfordshire County Council traffic monitoring location
-  Street light
-  Hazard point