**From:** Sylvia Ingram
**Sent:** 24 April 2019 13:19
**To:** Bbosa, Rashid - Communities
**Cc:** Clare O'Hanlon; Plant, Tom - Communities
**Subject:** Re: Proposed Claydon Marina

Dear Rashid,

Regards your view of the lanes, a lot of villagers are concerned, and puzzled- we are not simple people by any stretch of the imagination.

From the last house on Boddington Road on village border, roads are 3mt wide and less and narrowing towards Canal Bridge.   Single roadway over canal bridge.  A driver cannot see approaching vehicles from either side of the bridge (more so from Proposed Marina side)   Road still carries on past the canal bridge and beyond, width less than 3mt and NO PASSING PLACES (only a residents private entrance to his property, in that area)

So : it does boggle the mind somewhat to see fit to have two way traffic on 100year old bridge, and lanes originally built as gated roads for horse and cart.     These lanes out of the village are derestricted (60mph) we have experienced some oncoming vehicles trying to achieve this.  Plus blind bends, and heavy farm vehicles.

I hope someone will be keeping a watching brief on possible accident black spot around area of Hay Bridge, Boddington Road.  And how any emergency vehicles would be able to negotiate same.

Regarding your paragraph three,

Villagers, to the best of my knowledge, do not require the developers to make any improvements to pavements or lighting in our nice quiet village.

How you have come to this conclusion I am not sure.  Regards not a poor accident record.    Only time will tell as conditions aboveI have described.

Many thanks

Sylvia Ingram

Sent from my iPad

On 24 Apr 2019, at 12:35, Bbosa, Rashid - Communities <Rashid.Bbosa@oxfordshire.gov.uk> wrote:

Dear Mrs Ingram,

I am the Highways Officer dealing with this site and I am in receipt of comments and youtube video highlighting traffic and road conditions in view of the anticipated marina development in Claydon.

First, I wish to say that Oxfordshire County Council as Highways Authority do have a different view to yours on the likely impact of the Marina on the local network. Much as I appreciate that the village will see a somewhat considerable increase in traffic, this is not by any means considered severe to warrant refusal on highway grounds in line with NPPF. By nature and scale of this development, it is unlikely that its impact shall be felt during the network peak periods.

In order to prevent creeping suburbanisation of the countryside, it is not appropriate to expect the development to provide or least contribute towards improvements such as paved footways or street lighting in an area that has not got a poor accident record. On quiet lanes where traffic speeds are inherently low due to physical constraints, it will usually be appropriate for pedestrians, cyclists and equestrians to walk/ride along the carriageway on an informal shared-use basis (especially where remote from built-up areas).

I hope this addresses your concerns. Feel free to contact me should you require clarification.

Kind regards,

Rashid

**Rashid Bbosa**

Senior Transport Planner – Transport Development Control

Oxford, Cherwell and West Localities

Oxfordshire County Council

County Hall

New Road

Oxford OX1 1ND

Mobile: 07917 53 4264

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