

1. 'The [Short] Cut' = mid-London Rd, between Electricity sub-Station east of Ms Tombs Field and the roundabout at The Triangle. A 1925 employment scheme to 'straighten out' the winding medieval [old] London Rd was implemented in Wheatley, Milton Common, Tetsworth, Postcombe and Stokenchurch. It by-passed the present *Old* London Rd and replaced it as 'London Rd'. The 48th milestone from London was moved to new London Rd.

a) **Layby, south side of The Cut = approximately 200 yards long.** It has two parts divided by raised grass verges which have been destroyed in recent years. One was damaged by persistent heavy vehicle parking in 2016 after re-soiling and seeding by CC that summer. No action seems to have been taken. A Back Lane access (near bus stop / shelter at Ambrose Rise) from when Wheatley UDC built the houses in 1927. The Back Lane is unlit and unadopted since de-regulation of Council housing land. It is also unkempt and unsafe in winter darkness when residents return from work. (See example 3.c) below)

b) **The WUDC-built southern side of the road is without street lights.** It is lit only from the north side, by 1970s lighting, bolted onto timber power / phone poles to comply with 70 mph limit reduction to 40 mph (and later 30 mph) after residents' protest. It had been the Birmingham road until the A40 by-pass of 1970. Two local children died as a direct result of that maximum national speed limit. The lights only half-illuminate the southern pavement which runs by overgrown hedges (including thorn) and passing concealed entrances. Inadequate steps lead from road, up the embankment to pavement.

c) Parking Places (Layby) and Grass-verge Parking

Parking, mainly by one giant vehicle on grass outside the designated layby [GV1] destroyed one section nearest The Avenue Bus Stop. Bank had been re-soiled and seeded in 2016. It is now mud in winter. Other grass verges amounting to 2 + 3 + 1 [GV2 and GV3] **unofficial** vehicle spaces are also used for parking. **No parking management is in place.**

d) **Parking on the north side.** Use of grass verge for permanent car space is beginning.

2. Parking in Layby, Pen and Paper glimpse, 7.30-8.30 a.m., Jan. 11, 12 & 13 2017

a) **Wednesday 11 January 2017, 7.25-8.25, DRY**

Parking : 20 cars parked, 7 left in the hour, all local residents, 1 red van static for weeks

b) **Thursday 12 January 2017, 7.30-8.30, DRY**

Parking : 20 cars parked, 5 left in the hour, all local residents, 1 red van static for weeks.

c). **Friday 13 January 2017, 7.30-8.30**

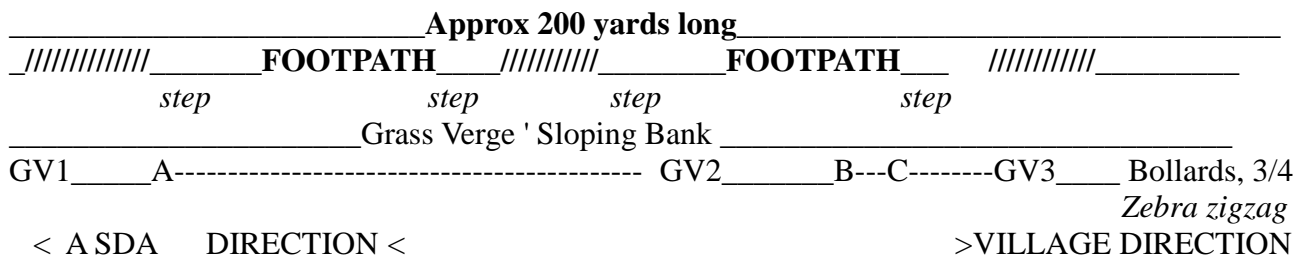
Parking : 20 cars parked, incl. 12 local residents, 5 departed, 2 vans on GV1 all day *
1 red van static for weeks **

*One resident had to park on The Avenue nearby as not enough spaces available previous night. The two vans rendezvoused to park-and-share onward journey in a third van.

** No commuter parking observed. One regular who leaves car in layby and cycles to Oxford did not appear that week !.

*** SAFETY ISSUE. On GV 3, easternmost [4th] bollard has disappeared. The unofficial space is alongside / inside the warning zig-zag. Parking there blocks pedestrian (on south side) view of eastern traffic when p. is crossing south-north.

3. LAY-BY DIAGRAM, south side of London Rd between Avenue and Ambrose Rise



Official spaces (E-W) for A approx 14 cars **B** 1 disabled **C** 2 vehicles = 17 max
Grass verge parking (E-W) GV1 = 1-2 cars, **GV2** = 3 cars **GV3** = 1 car = 6-7 max
 Total Official & Unofficial = 23-24 max

3. a) Commuter parking etc Cyclists park in Wheatley to cycle to Oxford on the A40 cycle way. Company vans / employees park own cars all day to allow teams to share work journey in one vehicle. Others catch the 280 which avoids parking fees at Thornhill. BMW vehicle-parts deliveries started to stack here in the summer of 2016, when the Ring Road near BMW was obstructed. That has stopped.

b) Non-existent lighting There is no lighting on the southern side of London Rd between Ambrose Rise and The Plough public house. The lighting fails to light the other side, overgrown hedges and dark gateways. Beyond that to ASDA Petrol Station only two lights illuminate the southern side.

c) Witness account. My neighbours opposite, a mother and daughter, are both nurses. One works nights (13 hr. shifts, 19.00 – 0800) one works days (08.00-16.00). The night nurse often cannot park because the lay-by is taken up by opportunist day parking. The day nurse returns to a lay by still full. Behind the 1927 houses is a lane for back-gate access, but it is even more unsafe than London Rd itself at night. Local people who know their area better than any planner or developer, suggest a case for **proactive parking management** .

John Fox. 15 January 2017. Resident, London Rd, 43 years.