

**PACKHORSE LANE
ACTION GROUP FOR SAFETY**



Since forming this action group in February – we have taken some steps forward and some back! ACTION SO FAR ...

1. The **Poster Campaign** on the bends – heighten awareness that some people HAVE to walk on the road and initially was a success.
2. We have received support from **local representatives**, Iain Brown (CC) Jane Haney (DC) and Ed Vaizey (MP) as well Marcham Parish Council.
3. **Questionnaires** to village residents and surrounding villages via MADNews. Mandate given.
4. Joined forces with **Marcham Parish Council** and have a representative on this council – Marjorie Evans.
5. Request via MPC – the **signage along the road was checked** by OCC (5 May) and improvements made.
6. At the annual **Parish Electors Meeting** held in May this year, two of the OCC Highways representatives Steve Howell and Roger O’Neil promised us an assessment of this section of Packhorse Lane by end of August 2006.
7. In June a **proposal was sent to the OCC** (copy to Bill Pointer) asking them to look into the possibility that a strip of land on the edge of the Timber Yard might be purchased from Bill to help increase the width of the road for a pavement on the north side for at least some distance – whatever Bill could sell. I asked them to talk to the Vale and Bill Pointer before Try Homes bought the land and we lost a golden opportunity. Bill never heard anything.
8. Thanks to research done by Donald and Jean Creasy we were aware that in 2004 the OCC proposed a “DO MINIMUM” scheme after the Bypass was delayed due to funding issues. This scheme suggested a ‘**pavement and traffic lights**’. It was even costed at £250,000 so a feasibility study must have been done! (see website www.transaction.org.uk/downloads Chp 13 p229 especially! But do read other pages!)
9. In September when we had not heard I wrote to the OCC asking them what the results were of the assessment. I received an email saying:
‘That it would not be feasible given the number of private entrances that would be located between the signal stop lines and the need for these entrances to see both signal stop lines to determine when to exit from the private entrances safely in any given direction’
10. To fight back and at the kind invitation of BBC Radio Oxford I went on air to ask how the OCC could propose pavement and traffic lights in 2004 but change their minds in 2006 – what had changed? What proposals had they considered? Surely technology such as repeater lights could be used very effectively – had they considered anything else?
11. The response is that OCC are looking **AGAIN** at the corner (and crossroads – I hope) and will report back in a couple of weeks. We should have heard by the time you read this!

LATEST MEDIA – the abandonment by the LTA (Local Transport Authority) of improvements to the A415 due to SEERA’s (South East England Regional Authority) insistence that the funding need to be prioritised elsewhere and has been designated for the new build developments in Grove, Wantage, Didcot and Bicester. What does this mean for Marcham?

At a recent Transport Meeting (6 Oct), we understand that there might be some hope as it was indicated that Marcham’s safety issues might not be abandoned completely. The bypass is currently costed at £14m, this means we now rely on support from SEERA. There may be **funding opportunities**

that arise from the Upper Thames Reservoir and the post 2016 (2018-20?) developments (ie new housing expansion in the Wantage/Grove area) – which may well mean that we will get a bypass as it looks like being considered as part of the new build infrastructure. This is not definite but was mentioned.

Whatever the issues surrounding a bypass PLAGS still insists that with or without a bypass we will always need to do something to protect everyone using the bends and crossroads and this is required **SOONER** rather than **LATER**. We hope you will continue to support us – as **we STILL need your support**.

We have had coverage in the press: Oxford Times, Abingdon Herald, The Times, Auto Express. We have had coverage on BBC Radio Oxford, twice. We have had coverage on the Politics Programme on BBC1 – but we do not rule out having to step up our campaigning still further and will then need your support.

Other very important issues for Marcham are unfolding and we hope you will not lose sight of this campaign as it may well be even more important as the residents of this village decide if they want to take part in the ownership of its future and secure it for the next generation.

As soon as I hear from the OCC on this second assessment I will let you know in next month’s issue. Please be assured that whatever is proposed we want to reassure everyone that we are mindful that the problems on Packhorse Lane must **NOT** be redirected to any other road in Marcham.

We would like to thank Iain Brown and Marjorie Evans for their continued support and efforts on our behalf.

REPORTED INCIDENTS

(please inform the Parish Council & PLAGS via MADNews if you see anything that is causing a concern)

PLAGS have received a number of reports from residents:

- Road rage incident where a van intimidated a resident all along the A415 up to Millets. The incident has been reported to the police.
- A young woman was clipped again on the bends by a car passing too close (when no other car was on the other side of the road)!
- The view by residents exiting from Mill Road onto the A415 is now being blocked by cars parking on the pavement. The improved visibility with the wall being pushed back has now been lost – will be reported to Parish Council.

On behalf of PLAGS

SALLY TIMBERLAKE

www.madnews.co.uk/plags

ON THE BUSES

Chipping Norton and Charlbury are two more delightful places which are a great bus ride from Marcham by changing at Witney. Thames Travel X15 from Frilford Road every hour from 9.17 (not Sundays) takes you to Witney with a 10 minutes connection to Worth’s 69 on to Charlbury and Chipping Norton, a lovely country ride. Buses give views easily missed from the car, especially if driving. Buses return from Chipping Norton at 10 past each hour (until 16.10) and Charlbury at 30 past with a quick connection from Witney home again, or you can stop off in Witney for a cup of tea.

BUS SPOTTER



OXFORD PARK AND RIDE

For those using Park and Ride in Oxford after 8pm should check which bus to get back. Redbridge is served by the Abingdon X3 from St Aldates Stop H3 and Seacourt by the 4, 4A, 4B and 4C - you may need to find the right stop. Luckily there are new busstop signs all over the county to help us find the right one!

Information Pages are for YOU to use – write to the editor by 20th month latest