



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 27 March 2014 at 10.30 am or at the rising of the
Transport Advisory Panel, whichever is later.
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Monday 7 April 2014 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "Peter G. Clark." with a horizontal line underneath.

Peter G. Clark
County Solicitor

March 2014

Contact Officer: **Graham Warrington**
Tel: (01865) 815321; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: *Date of next meeting: 24 April 2014*

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declarations of Interest**

2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. **Petitions and Public Address**

4. **Proposed Pelican Crossings - A415 Marcham Road and Ock Street, Abingdon** (Pages 1 - 32)

Forward Plan Ref: 2014/009

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE4**).

5. **The Plain Roundabout Cycling Improvement scheme** (Pages 33 - 62)

Forward Plan Ref: 2013/179

Contact: Craig Rossington, Senior Transport Planner Tel: (01865) 815575

Report by Interim Deputy Director for Environment & Economy – Strategy & Infrastructure Planning (**CMDE5**).

6. Proposed Revised Speed Limit B4477, Filkins (Pages 63 - 66)

Forward Plan Ref: 2014/008

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery
(**CMDE6**).

**7. Proposed 40mph Speed Limit - Oxford Road, Kennington
(through Bagley Wood)** (Pages 67 - 70)

Forward Plan Ref: 2014/014

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery
(**CMDE7**).

8. Proposed Parking Restrictions - Shilton Park, Carterton (Pages 71 - 80)

Forward Plan Ref: 2014/007

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery
(**CMDE8**).

**9. Consideration of Objections to Experimental Traffic Regulation
Order - Parking in Shiplake** (Pages 81 - 86)

Forward Plan Ref: 2013/068

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy - Commercial & Delivery
(**CMDE9**).

**10. Proposed Parking Restrictions - Burford Road/Moor Avenue,
Witney** (Pages 87 - 92)

Forward Plan Ref: 2013/070

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy - Commercial & Delivery
(**CMDE10**).

11. Proposed Disabled Persons Parking Places Vale of White Horse and South Oxfordshire Districts (Pages 93 - 96)

Forward Plan Ref: 2013/166

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDE11).

12. Exempt Item

It is RECOMMENDED that the public be excluded for the duration of item 13E since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.

NOTE: The main report relating to item 13E does not itself contain exempt information and is thus available to the public. The exempt information is contained either in an Annex which has been circulated only to members and officers entitled to receive it, or will be reported orally at the meeting.

MEMBERS AND OFFICERS ARE REMINDED THAT THE EXEMPT FINANCIAL INFORMATION RELATING TO SUBSIDY AGREEMENTS REPORTED AT THE MEETING (WHETHER IN WRITING OR ORALLY) MUST NOT BE DIVULGED TO ANY THIRD PARTY.

13. Bus Service Subsidies (Pages 97 - 138)

Forward Plan Ref: 2014/025

Contact: Andrew Pau, Strategic Manager, Waste & Transport Tel: (01865) 815867

Report by Deputy Director of Environment & Economy – Commercial & Delivery (CMDE13E).

The information in this report is exempt in that it falls within the following prescribed category:

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

Division(s): Abingdon South

CABINET MEMBER FOR ENVIRONMENT – 27 MARCH 2014

PROPOSED PELICAN CROSSINGS – A415 MARCHAM ROAD AND OCK STREET ABINGDON

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report presents objections and other comments received in response to a statutory consultation on two new proposed pelican crossings on the A415 Marcham Road and Ock Street, Abingdon. The proposals as shown at Annex 1 include removal of an existing pelican crossing on the A415 Marcham Road.

Background

2. The proposals arise from the proposed development of 159 dwellings on land adjacent to the B4017 Drayton Road in south Abingdon. An Appeal Decision granting planning permission for this development by the Planning Inspectorate on 11 July 2013 included a condition that 'No development shall take place until the earlier of these events has taken place:
 - a) The local planning authority has received written confirmation, issued by Oxfordshire County Council, that highway alterations are to be carried out comprising the introduction of an additional crossing of Ock Street to the east of Drayton Road and the relocation of the existing crossing further west on Marcham Road.
 - b) Highway alterations have been implemented comprising the introduction of an additional crossing of Ock Street to the east of Drayton Road and the relocation of the existing crossing further west on Marcham Road and the associated traffic signals are first in operation.'
3. The reason for this, as outlined by the inspector and discussed in detail at the appeal, is to avoid severe transport effects that would otherwise arise from the development.
4. The works if approved would be funded by the developers of the above land.

Consultation

5. Consultation on the proposals was carried out between 8 January and 7 February 2014. Details of the proposals were sent to properties within the vicinity of the proposed restrictions and also to formal consultees. Public notices were also displayed on site and in the Oxford Times. These documents, together with supporting documentation and plans were deposited for public inspection at The Vale of White Horse District Council

offices in Abingdon and County Hall, Oxford. They are also available for inspection in the Members' Resource Centre. A total of 125 responses were received, mainly comprising objections or concerns; a summary of the responses, with officer comment, is shown at Annex 2.

6. One objection was received from the occupier of a property close to the proposed crossing on Ock Street on the grounds that it would potentially and adversely affect access to their driveway, aggravate traffic congestion and noise and adversely affect the value of the properties. Two objections were received from occupiers of properties close to the proposed crossing on Marcham Road on the grounds of noise and appearance. A further response was received from an occupier of a nearby property regarding the effect on their vehicle access, but otherwise had no objections in principle to the proposed works.
7. The remaining objections and concerns primarily relate to the potential for increased traffic delays and congestion and safety concerns, in particular arising from the proposed relocation of the existing pelican crossing on Marcham Road, which, it is feared, will lead to school age pedestrians continuing to cross at the site of the existing crossing.
8. Abingdon Town Council objected to the proposals on the grounds of increased congestion and delay, safety, reduced air quality and also noted that the proposals in Ock Street would require a major re-alignment of attractions at the Abingdon Michaelmas Fair.
9. The Vale of the White Horse District Council have not objected to the proposed works.
10. Thames Valley Police have no objection in principle to the proposals but requested that the design complies in all respects with national guidance on signalled crossings. A concern was expressed over the potential impact of the proposed crossing on A415 Ock Street on delays and congestion.

Response to objections and concerns

Impact on adjacent properties

11. Investigations into the impact of the proposals on the accesses to the properties in respect of which objections and concerns have been received indicate that the proposed siting of the signal equipment and road markings should have no material impact and any outstanding matters can be resolved at the detailed design stage.
12. Although the concerns over the impact on property values are noted, this is not considered a material concern, mindful that pedestrian crossings are routinely provided in urban areas adjacent to housing.
13. In the event that the audible signals for the proposed crossings were to result in noise disturbance, they can be controlled by a timer so as to be switched off at night time. Tactile cones are routinely provided at signalled crossings to

provide for pedestrians with a hearing impairment; these would operate at all times.

Road Safety

14. The current pedestrian provision in the area is shown at Annex 3, which also includes the reported pedestrian accident history in the area.
15. The proposed new crossing on Ock Street will provide an additional safe crossing point across the busy A415 corridor. The existing toucan crossing on the B4017 Drayton Road just south of the Ock Bridge, provides for both pedestrians and cyclists whose journeys start/end on the west side of Drayton Road to safely access the new crossing. The existing zebra crossing at the north end of Spring Road provides a safe means of crossing for those using the footway on the east side of Spring Road to cross to/from the west side of the road, including students travelling to/from Larkmead School.
16. While the re-siting of the current crossing on the Marcham Road further west would make this crossing less attractive to current users from the west side of Drayton Road intending to continue along Spring Road (and vice versa), the alternative provision on Ock Street as described above would appear to make acceptable provision.
17. The existing crossing infrastructure and road markings on Marcham Road will be completely removed to discourage people from crossing the road in the current location.
18. It has also been recommended that work is carried out with local schools by the County Council's Road Safety Education team to increase awareness of the new crossing location and the safety aspects. A safety audit of the detailed design of the proposals has been carried out by officers to help ensure the best possible safety performance. No significant issues were identified, although as referred to above, it is recommended that publicity work is carried out to help ensure that school children (in particular) are aware of and use the new crossing provision.
19. The pedestrian accident history shows no incidents on the A415 in the vicinity of the proposals in the 5-year period 2009 to 2013. On the B4017 Drayton Road, one slight accident was reported at the toucan crossing. On Spring Road, three serious pedestrian injury accidents were recorded, two of which involved school children walking home from school. All of these incidents preceded the provision of the zebra crossing just south of the Faringdon Road junction in 2013.

Traffic congestion and delays

20. The traffic impact of the proposed development was discussed and investigated in detail at the Planning Appeal hearing.
21. The County Council made representations about the impact of the development on the transport network and the robustness of the modelling

work. This included the impact of the proposed crossings and their ability to mitigate the impact of the development. This was considered in depth by The Planning Inspectorate (paragraphs 27-63 of the Appeal Decision), who thoroughly considered the evidence submitted and representations made.

22. In the Inspector's Decision report he states: 'I am therefore satisfied that the Appellant's modelling gives adequately reliable predictions of the effects that the various options, with the stated pedestrian crossing assumptions, would be likely to have on traffic conditions at the Drayton Road/Marcham Road junction with the development in place'.
23. It was also concluded by the Inspector that the proposed works 'would make proper provision for pedestrians and reliably accommodate the development traffic while avoiding a severe transport impact'.
24. The report also states that 'there is a requirement for consultation by the local traffic authority before carrying out the crossing alterations..... Thus it is possible that new relevant facts or circumstances may emerge from the section 23 process, and there is no reason for me to conclude that such new facts or circumstances would or would not be such as to prevent the crossing alterations being carried out'.
25. While Oxfordshire County Council presented evidence against the developer's traffic impact assessment at the appeal, no additional new technical evidence has been submitted since the appeal, including in the objections and concerns received in the course of the consultation. In view of this there would appear to be no valid grounds to re-investigate this matter.

Other concerns

26. On the concerns about air quality, the Inspector's Decision report comments: 'There were unsubstantiated suggestions that the alterations might interact adversely with the air quality management area in Abingdon, or with an extension to that Area that has been suggested to the District Council; but the changes in traffic volumes resulting from the development would be small and congestion would be likely to fall during the morning peak and remain substantially unchanged in the evening peak; which points away from harm to air quality.'
27. Although Abingdon Town Council's comments on the impact of a proposed new crossing on the A415 Ock Street on the Abingdon Michaelmas Fair are noted, it would not appear that this presents any very significant difficulties.
28. A number of the consultation responses have suggested a trial to fully assess the traffic impact of the crossing proposals before they are permanently installed. The traffic impact of the proposals was discussed in detail during the appeal. The developer submitted the results of transport modelling to assess the impact of the proposals and the inspector concluded that he was satisfied with this modelling. It is also considered that any trial could result in confusion to road users.

How the Project supports LTP3 Objectives

29. The proposals would lead to additional provision for pedestrians in support of policy CW1.

Financial and Staff Implications (including Revenue)

30. The cost of designing and implementing the proposals will be met by the developers.
31. The appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties. This has been funded by the developers.

RECOMMENDATION

32. **The Cabinet Member for the Environment is RECOMMENDED to**
- a) approve implementation of proposals for 2 proposed pelican crossings on A415 Marcham Road and Ock Street Abingdon as advertised; and**
 - b) (if approved) monitor closely the safety performance and traffic delays following the completion of the works.**

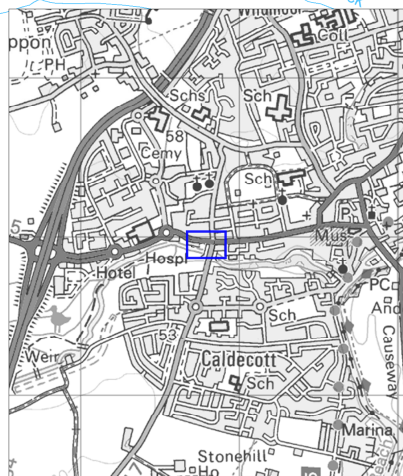
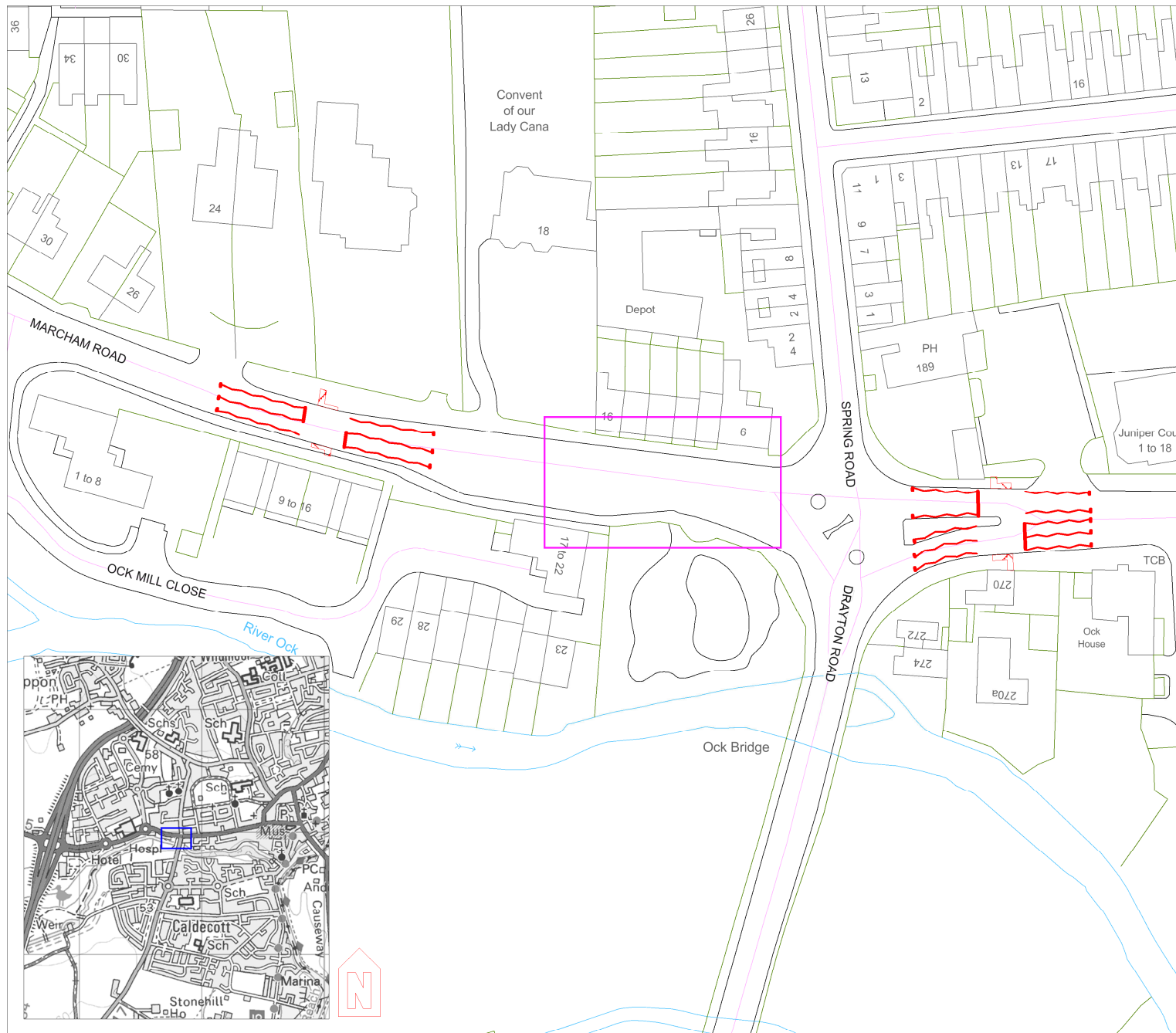
MARK KEMP

Deputy Director of Environment & Economy (Highways & Transport)

Background papers: Planning Inspectorate - Appeal Decision
Consultation responses

Contact Officers: Jim Daughton 01865 323364

March 2014



Drawing No.		Revision 1	
<p>Proposed new crossing detail</p> <p>Location of crossing to be re-located</p> <p>Site Location</p>			
<p>Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2013. 10002343</p>			
<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 816700 Fax: (01865) 241577</p>		<p>CABINET MEMBER FOR ENVIRONMENT 27 MARCH 2014</p>	
<p>MARCHAM ROAD / OCK STREET ABINGDON PROPOSED CROSSINGS</p>			
Drawing Status			
Drawn by:	Checked by:	Approved by:	
CJM			
Date drawn:	Date checked:	Date approved:	
13/02/2014			
Drawing No.		Revision 1	

Annex 2

RESPONDENT	SUMMARISED COMMENTS	OFFICER COMMENTS
Cllr Neil Fawcett Page 7	<p>Objects - I am not convinced that the changes will achieve their stated aim of making it easier to turn left out of Drayton Road into Marcham Road - the main cause of delays during peak periods is traffic backing up from the Colwell Drive roundabout; the new crossing on the Ock Street will block traffic turning right out of Drayton Road into Ock Street, in turn holding up other vehicles trying to turn left. The new crossing on the Ock Street side of the junction will also hold up traffic traveling west down Ock Street. Increased queuing will also worsen the already poor air quality. The proposed changes would mean that more pupils would be likely to risk crossing Marcham Road unsafely or would have to make additional crossings of main roads to get to school. I would urge that a full trial is run first, using temporary lights, before a final decision is made.</p>	<p>The traffic impacts were investigated in detail in the Planning Appeal and the inspector concluded that the implementation of the proposed works arising from the planned development would not have a severe effect on traffic conditions. The proposals will provide an acceptably safe route for all pedestrians, with the proposed crossing on Ock Street meeting demand for pedestrians wishing to cross close to the junction (with the toucan crossing on Drayton Road south of the Ock bridge providing safe access to this pedestrians travelling to / from the west side of Drayton Road. It is not considered that a trial layout would be feasible.</p>
VOWH Officer (Head of Planning)	<p>The Vale of White Horse Local Plan 2011 does not identify any specific locational policies that would impact upon the proposal. Given the nature of the change as proposed within this urban environment and the lack of any demonstrable opposition to the repositioning, the district council do not object to the proposed works.</p>	Noted
Abingdon Town Council	<p>Objects - proposals will not mitigate the traffic impact of the planned development and delays could be made worse. They could also introduce dangers for school children.</p>	see officer comments in respect of Cllr Fawcett's comments
Thames Valley Police	<p>No objections but requests consideration of the following:</p> <ol style="list-style-type: none"> 1. The standard layout meets the requirements accepted within Local Transport Note 2/95 and that speed monitoring has taken place to determine current traffic speed meet these 	<p>The proposed layouts and the results of a speed survey (carried out in 2013) comply with Local Transport Note 2/95. The specific design considerations raised will be confirmed at the detailed design stage.</p>

	<p>requirements.</p> <p>2. Anti –skid surfacing on approaches to the crossing.</p> <p>3. Dropped kerbs and suitable tactile paving.</p> <p>4. Street lighting to be as recommended in BS 5489</p> <p>5. New road layout signs on all approaches to new crossing.</p> <p>6. Inter visibility between vehicle/pedestrians obscured by parked vehicles in lay by.</p> <p>7. Crossing ‘A’ Hatching needs to be placed in lay by to deter parking within controlled area of crossing.</p> <p>8. Informal crossing point to be removed near crossing ‘B’.</p>	
Abingdon Civic Society	<p>Objects - proposals will not mitigate the traffic impact of the planned development and delays could be made worse because of the blockage of the right turn from Drayton Road into Ock Street. We suggest that the re-siting should be tested by putting temporary crossings in the new locations and closing, but not removing, the current crossings, and monitoring the traffic flow over a period of at least two weeks during term time.</p>	see officer comments in respect of Cllr Fawcett's comments
Oxford Bus Company / Thames Travel	<p>Query - welcomes the relocation of the crossing on Marcham road as this will lessen its affect on the double mini roundabout junction. However the new crossing on Ock Street will have a detrimental impact at busy times. The average length of a car is around 4m so approx. 5 cars would be accommodated before traffic backed-up to the mini-roundabout junction.</p>	see officer comments in respect of Cllr Fawcett's comments
Vale Disability Access Group	<p>Concerned there will be a back-up of traffic into the town centre if this is implemented; It will cause a noise nuisance for the local residents; It will cause an increase of air pollution.</p>	see officer comments in respect of Cllr Fawcett's comments

OXTRAG	Support the proposals for Marcham Road but have concerns on the Ock Street proposal due to the private vehicle-access close by which could be a hazard for people in wheelchairs, who are not easily seen by drivers of reversing cars, and that the northern footway is only about 1.75 metres wide; manoeuvring a wheelchair onto or past the proposed crossing there could be difficult. Also concerned that the signals on the approach to the junction could be mistaken by some drivers for junction-control signals and that many pedestrians would prefer to use the existing uncontrolled crossing approximately 5 metres from the junction (a two-stage crossing via the splitter island).	Signalled crossings are routinely provided in built up areas close to housing and driveways, and are also quite commonly sited close to roundabouts.
<div data-bbox="85 735 129 874" data-label="Page-Header">Page 9</div> Guidedogs	The introduction of a controlled formal crossing at the east side of the roundabout would in fact slow traffic and make the road / junction easier for people to cross;it will be better / safer for pedestrians as vehicles will have more time to see pedestrians and slow down/stop to let them cross.	Noted
CTC	Query - no real problems per se, but it would be good to have back ground information to know if it is the right solution for the location/problems.	Noted
Oxonian Cyclist	Objects -the proposal for Marcham Road would result in reduced convenience for pedestrians. Additionally, the zig-zag markings would impact visually on the cycle lane markings, negatively, helping make the cycle lane less well perceived; requests design is adjusted to make the cycle lane both properly generous and more apparent. Also commend consideration of zebra crossings rather than signalled crossings in terms of pedestrian amenity and cost.	The revised provision including the proposal for Ock Street should overall improve pedestrian provision. Cycle lanes are not permitted within the zig zag markings, which are required for road safety. Zebra crossings would in theory be possible but were not considered appropriate in the context of the scheme.

Taxi driver	Query - it baffles me how the moving of a pedestrian crossing will reduce traffic congestion. The only time we are affected by the crossing is at school home time. We have congestion on Drayton Rd on weekends as well. I feel improvements can be made by making the junction 1 roundabout instead of the confusing 2 mini roundabout effort we have now.	see officer comments in respect of Cllr Fawcett's comments
Business adjacent	Requests the location of the proposed crossing does not encroach onto the area marked on the Plan as 'keep clear'.	Noted - the proposed markings do not encroach on the KEEP CLEAR markings
Business adjacent	Concerned that the proposals for Marcham Road will reduce pedestrian amenity and safety and also adversely affect traffic flow at the junction, and concerned also on safety on zebra crossing on Spring Road	see officer comments in respect of Cllr Fawcett's comments. The zebra crossing on Spring Road has been safety audited and no amendments were identified as being necessary.
Resident (adjacent)	Objects - proposal for Ock Street will prevent vehicles being able to safely reverse out of my driveway; & create more congestion and pollution for Ock Street and the Town centre . The crossing would reduce the value of my property.	A site check has been carried out and this would not appear to be present a significant difficulty. Exact siting of the equipment will be confirmed at the detailed design stage. Signalled crossings are routinely provided in built up areas close to housing
Resident (adjacent)	Objects - moving the crossing 100 yards down the road is a pointless exercise and I have great concerns with regards to the positioning! Although the road noise isn't an issue I am very concerned that the beeping noise from the crossing will keep me and my family awake in the evening! I am aware that side of my property doesn't have the greatest view but I would rather not have traffic lights to look at every time I look out of the windows.	If noise from the audible signals were to prove an issue, these can be switched off at night time. Signalled crossings are routinely provided in built up areas close to housing

Resident (adjacent)	Objects - the proposed crossing will be outside my bedroom window which I consider to be intrusive. . Also concerned that the relocation will increase parking in the (private) Close with cars parking in the morning and afternoon whilst parents take their children to nearby schools / nursery.	Signalled crossings are routinely provided in built up areas close to housing
Abingdon Town Cllr	Objects - current crossing on Marcham Road is in a good place for students travelling to Larkmead and for pedestrians travelling from South Abingdon to the hospital. There is another crossing on Ock Street and it is significantly easier to cross Ock Street anyway as most of the traffic from Drayton Road turns left into Marcham Road making it the more difficult road for pedestrians to navigate. Due to its proximity to the town centre, if traffic was held up on Ock Street any ensuing tailbacks could impact upon the town centre.	see officer comments in respect of Cllr Fawcett's comments
Abingdon Town Cllr	Objects - I am a local councillor (town) and also deputy chair of governors at Larkmead school and have taken soundings from a number of constituents and parents at the school. Currently a large volume of students walk along the Drayton Road then up Spring Road to Larkmead school; currently the pedestrian crossing is reasonably well used and I greatly fear that this will not be the case if the expectation is they need to walk further along the Marcham road.	see officer comments in respect of Cllr Fawcett's comments
Abingdon Town Cllr	Objects -I am concerned that children will not use the new crossing at all and take the shortest possible route across Marcham Road where the present crossing is.	see officer comments in respect of Cllr Fawcett's comments

VOWH & ATC Cllr	<p>Objects- not only are the proposals going to move the crossings away from the double round-a-bout, making it difficult for students to get to school, but they will allow more traffic to pour through the area unhindered, creating a danger to residents. These crossings will soon seize up by the traffic that will flow from the creation of 160 houses. I do not believe that the creation of these crossings will do anything to relieve the traffic on Drayton Road if they are built. I believe this is vitally important, particularly when we have just experienced some of the worst flooding in the last decade that saw accidents happen along an already congested road.</p>	see officer comments in respect of Cllr Fawcett's comments
Page 12 VOWH Cllrs	<p>Object - school children will continue to cross Marcham Road at the current location. The only way to prevent this would be to install pavement fencing on both sides which is we believe impractical, particularly as it would restrict access to the Ock mini-park. Doubtful if the installation of a second crossing will improve traffic flow, indeed we believe that it is likely to increase queuing traffic on all the roads. The roundabout is designed to enable traffic to flow as rapidly as possible & to install traffic lights on two of the exits will just slow the traffic flow. We are also concerned that the current proposal has the potential to significantly increase the traffic queues – particularly in Ock Street and Spring Road – with consequential impact on air quality. If you are minded to continue with this scheme, we would ask that you install a trial so the impact can be assessed – as modelling human behaviour, particularly children, is a near impossibility.</p>	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	<p>Objects -queries accuracy of traffic impact assessment. Children who walk down the left hand side of Drayton Road towards the junction will attempt to cross the road close to the junction, rather than use the relocated crossing.</p>	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects – re-siting the Marcham crossing will encourage "jaywalking", by children on their way to school. If the crossing changes significantly the traffic on Drayton road. , delays on Ock street will increase & could "grid lock" the whole town. I suggest temporary lights are put in place and the impact assessed over a 6 months period.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - proposals will not address congestion / delays. An additional lane over the bridge where Drayton road meets Ock Street is needed.	see officer comments in respect of Cllr Fawcett's comments. The provision of an additional traffic lane is beyond the scope of this scheme.
Resident (not adjacent)	Objects - the proposals are not a considered traffic management system; this is a safety system for pedestrians. The number of pedestrians crossing on Ock Street just east of the roundabout is in my view minimal.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Queries the pedestrian waiting times at the new crossings.	The timings will be in accordance with Department for Transport guidelines
Resident (not adjacent)	Objects - they will have little to no effect on the flow of traffic. South Abingdon needs effective traffic management as the Drayton Road together with Marcham Road has regular traffic delays.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Query if proposals with improve traffic flow	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed pelican crossing on Ock St from that point would cause virtual standstill on the roundabout whenever a vehicle or two wishes to turn right and is held up at the pelican crossing. Imagine what happens when a bus turns right! A standstill on the roundabout naturally would create even greater gridlock than exists already at peak times.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Concern - the proposed changes will make it less safe for school children -both cyclists and pedestrians going to Larkmead School. It will exacerbate traffic queues, with right turning traffic from Drayton Road being blocked by traffic trying to turn right towards the new pedestrian crossing.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Query - this is an opportunity to improve pedestrian safety and improving traffic flow, but wider measures including a review of access into Larkmead School. The proposed crossing should have a central island (with pedestrian guardrailing). On Ock Street, extending the two lane approach to the junction from town would double the queuing capacity at the junction.	The provision of an additional traffic lane is beyond the scope of this scheme.
Resident (not adjacent)	Objects - the new crossing in Ock Street and to moving the other crossing; it will not improve the traffic flow anywhere. I fear children will not walk further up the road if the existing crossing is moved, just cross at the same point and one day there will be a serious accident.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the safety of the children will be reduced including those from the proposed development and traffic delays - already bad - increased.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - moving the crossing on Marcham Road will lead to children having to use the crossing to the east, making those from Tithe Farm cross busy roads three times and they will be walking on the narrower pavement in Spring Road. The crossing on Ock Street will add to delays and cause more air pollution.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Ock Street will increase congestion and pollution and not benefit pedestrians, who already have a refuge. Moving the Marcham Road crossing will lead to teenagers continuing to cross at the present site and be inconvenient to others.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - the proposals to alter existing crossings on the A415 Marcham Road will cause chaos.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - school children will have to cross over the Drayton road at some point to get to the Ock St side ,many of them won't bother probably crossing at Mill Rd, or Ock bridge crossings they will chance it at mini roundabouts traffic island.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed additional Pelican crossing on Ock Street will cause worse congestion. Pedestrian crossings should be located where pedestrians want to cross rather than having them for any other reason. There is already a conveniently located pedestrian crossing in existence and another is not necessary.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Suggests that there should be an extended trial period of the proposed layout to test it - there have been many instances where theoretical modelling has been found sadly lacking in identifying unexpected consequences.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - children will not walk further along Marcham Road to use the new crossing . The new Ock Street crossing will only add to the dire congestion @ all times of day in Ock Street, and will worsen the appalling situation in Drayton Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Ock street will make congestion much worse. The proposal to move the crossing in Marcham Road will be dangerous for pedestrians, especially school children who will be tempted to take a chance & cross at the more convenient point of the existing crossing.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	I have been in traffic queues on Ock Street and the Abingdon Road frequently and at different times of the day and I cannot see how the crossings are going to do anything other than	see officer comments in respect of Cllr Fawcett's comments

	create more problems.	
Resident (not adjacent)	Query - relocating the Marcham Road crossing will mean the majority of users will have to walk farther to use it. Installing a new crossing on Ock Street will help pedestrians. However I do not believe either measure will help the gridlock, at peak times, on the Drayton Road except that the gridlock may, to some degree, shift in to Ock Street. The proposals will do nothing to lessen the extra problems which will be caused by the planned development.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - School runs and even Saturdays and Sundays have become a total nightmare for people living there already. The buses in that part of the town are very scarce and to increase them would mean even more large vehicles on the road that has limited cycle paths if any and would bring even more dangers to the children using this road every day to cycle to school.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Ock Street will block the exit for right turning traffic from Drayton Road, and from other approaches & would make the situation worse. If the proposal allows more traffic to get out from Drayton Road then less traffic will be able to exit from Ock Street heading west, increasing congestion in Ock Street. I am also concerned that the junction will become less safe for pedestrians, particularly Larkmead school pupils.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - this proposal will not provide the relief to traffic flow on Drayton road that is hoped for. Has this proposal been tested with a computer simulation or is it a sop to residents to pretend it will provide a solution to the worsening traffic problem in south Abingdon?	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - there is no certainty that the proposed changes to the existing crossings will ease the traffic jams; traffic turning right from Drayton Road towards the town centre could well be blocked by people using the new crossing in Ock Street. Pupils going to and from Larkmead School will have a choice of two crossings. The new crossing on Marcham Road will be too far away for them to use. For many children the crossing in Ock Street will involve additional crossings of both Drayton Road and Spring Road; with the extra hazards they involve. Visitors to the White Horse public house will create a further hazard as the car park exit will now be located immediately at the new crossing.	see officer comments in respect of Cllr Fawcett's comments
<div data-bbox="85 735 136 895" data-label="Page-Header">Page 17</div> Resident (not adjacent)	Objects - the proposal for Marcham Road will mean school children will no longer use it. This crossing currently interrupts the traffic flow into Abingdon enabling traffic from Drayton Road and Spring Road to access Ock Street and Marcham Road & will exacerbate delays . The proposed crossing on Ock Street will increase delays and will lead to children using the footway on the east side of Spring Road at its narrowest point, and then cross Spring Road either randomly or at the recently installed zebra crossing at the top of Spring Road which is in a dangerous position	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the repositioning of the existing crossing in Marcham Road will result in a real safety hazard - children will take the shortest route when crossing Marcham Road	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - the proposals are poorly thought through and not actually required. In fact, as a local resident and parent, I think they will cause more traffic and will make the journey for school children (including my own) more dangerous.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there are already too many crossings which do nothing to help the flow of traffic. If the existing crossings are moved and added to the problems, already massive, will be increased.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - although moving the Marcham Road crossing to the west may reduce delays, school children may not to use it. Installing a new one east of the roundabouts is, however, totally ridiculous. While the new crossing is in use, westbound traffic on Ock Street will be stopped, which may temporarily free up the junction traffic turning left on Drayton Road, right turning traffic will also be stopped and the resultant queue will "back up" to and over, the roundabouts, blocking all traffic wishing to take any other route through the junction.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - . The Drayton Rd cannot cope with existing traffic and the addition of a couple of stupidly placed crossings in Ock St beggars belief.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the unnecessary crossings will cause more hold-ups on Ock Street. Although we do need more housing, we also need the infrastructure to cope with the extra cars, people, schools, etc	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - would like to know what evidence there is that this scheme would reduce the Drayton Road congestion and its expected effects are on the other three roads which meet at the double roundabout will be.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - traffic in Abingdon already struggles at peaks times, particularly in Ock St; placing yet more crossings will curtail the flow even more. There are many school children who use the pelican crossing in it's present position. but if a child is late for school it will take the shortest option.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Supports the crossings in order for the development of 200 housing units to go ahead in South Abingdon as approved and recommended by the Planning Inspectorate.	Noted
Resident (not adjacent)	Objects - Moving the current crossing in Marcham Road will achieve nothing, apart from encouraging school children to dice with death as they won't bother to walk the extra distance to cross. The proposed crossing in Ock Street will not alleviate the traffic in Drayton Road at peak times, causing further tailbacks and gridlocking the town centre.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - There seems to be no evidence that these will have the desired effect. The current crossing is ideally positioned for use by school children, moving it will probably result in them exposing themselves to danger by continuing to cross at the current location. Additionally, in our view these crossings will only add to the awful traffic congestion.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there is no guarantee that these crossings will alleviate the traffic on the Drayton Road and school pupils who currently use the crossing will be inclined to try to cross the roads without using them as they will be further away from Spring Road. On Saturdays the traffic is particularly bad for most of the day and cannot see that the proposed crossings will alleviate this as they are mostly used on weekdays by children	see officer comments in respect of Cllr Fawcett's comments

	going to School.	
Resident (not adjacent)	Objects - many of the school children from Tythe Farm & Ladygrove estates will be tempted to “jay-walk” near to the roundabout to avoid the extra 120metres walk, particularly if late. This could cause a fatality or at least injury; the proposal for Ock Street will delay traffic on all directions particularly traffic moving westwards along Ock Street and will cause extra air pollution. Also when red for traffic, once two or three cars are stationary the roundabout will block up quickly stopping the traffic from Spring Road, Marcham Road & Drayton Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - children may risk trying to “short cut” their journey and cross at the former crossing point; a crossing on Ock Street so close to the double mini roundabout a could only add to the congestion.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - proposals may well increase delays - the fire station is situated on Ock Street and impair response times, also for Police & Ambulance vehicles. Children using the present crossing will be put at risk as some children may not want to walk to the new crossing further up the road. Pollution would also be doubled.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Concern - the new crossings may not be where many people naturally cross. If this is the case, then it is not going to help the traffic situation on the Drayton Road. . However, if I am wrong and it is well used, then it is unlikely to help the Drayton Road problem as traffic turning from there into Ock Street will be stopped by it, causing more blocking back onto the Drayton Road. Also, in this scenario, there is a likelihood of traffic	see officer comments in respect of Cllr Fawcett's comments

	coming out of the town, particularly in the afternoons and early evenings, being held up and backing up along Ock Street. .	
Resident (not adjacent)	Objects - will only increase the already extreme congestion. Also it sets a very unfortunate precedent that the mere provision of a potential traffic improvement can ease the acceptance of otherwise unacceptable development. Surely it would be easy to trial the proposal on a temporary basis and see how bad it is with even existing traffic volume	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - school children will not use the relocated crossing. Whose conscience will the first fatality be on?	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - extreme concerns about the proposed housing development on the Drayton Road, and in particular to the chronic congestion that will be caused by the proposed crossings.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Object - we believe this action would increase, NOT reduce, traffic queues along Drayton Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - although agree moving the existing crossing on Marcham Road would probably be better, an additional crossing east of the roundabouts is not needed and would cause further congestion; not only at the double mini roundabouts, but at the traffic lights from Stratton Way.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Concern - I cannot see how the proposal will significantly reduce traffic delays at peak times, especially for those exiting Drayton Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - relocating the Marcham Road crossing will not help the traffic to be any easier and with school children will try to cross on the mini roundabouts. The crossing in Ock Street will cause gridlock on the mini roundabouts.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - the proposal for Ock Street will cause more problems than it solves - drivers exiting Drayton Road into Ock Street will block the roundabout trying to exit Spring Road, as well as those on Marcham Road trying to turn right to access Drayton Road; safety for school children attending Larkmead will be compromised and it could mean the EU pollution limits are breached.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Marcham Road will not reduce traffic delays & the proposal for Ock Street will increase delays; it will also be less safe for pedestrians; the proposals will also significantly increase the already poor air quality	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Marcham Road will shift delays from Drayton road on to Marcham road, especially in the evening peak. There is a high risk that Larkmead pupils in particular chance their luck in crossing the road where the existing pelican crossing is sited; the proposal for Ock Street could make traffic delays worse - the traffic will come to a stop in Ock Street and vehicles wishing to turn right into Ock street will be unable to do so.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there is no certainty it will reduce delays on Drayton Road and by blocking the exit into Ock Street it might make the situation worse; it will make the junction less safe for pedestrians, particularly Larkmead pupils, for whom the current crossing is convenient; it will make the already poor air quality on Ock Street and around the junction worse.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Query - how can the proposals improve traffic flow and will likely to lead to pedestrians taking risks crossing through the traffic. The current position is particularly useful for pupils of Larkmead School and therefore the safest. Any doubtful slight improvement is not sufficient when it can take up to 40 minutes to travel 2 miles.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - will cause even greater congestion. The air quality in and around the junction is already poor when there is stationary traffic.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals for Marcham Road will not make much difference to the congestion at all. The current crossing is convenient for school pupils to cross & relocating may cause them to attempt to cross the road where there is no crossing with serious risk of accidents; the Ock Street proposals will make the traffic congestion much worse.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - The crossing locations should be assessed in accordance with Department for Transport guidance and query if this has been done sings. None of the traffic modelling data has been published	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Ock Street will add to delays and potentially cause gridlock, and may increase dangers for pedestrians, particularly Larkmead students who may choose to continue to cross at the site of the existing crossing.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - any impediment in Ock Street is going to make things much worse; it will create dangers to both vehicles and pedestrians should this proposal go ahead and is very ill-considered.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - moving the crossing from the west to east will just move the problem as it is. Traffic will still be backed into Drayton Rd and also add the possibility of blocking the roundabout. Adding another crossing to the west (all be it about 50 yards further west) will not help as there will still be traffic backed into Drayton Rd.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - to anyone who lives in the area, it can only be seen as a project which is totally lacking in clear thinking. A total waste of council and government money, and will increase the traffic problems instead of helping them.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - the proposal for Marcham Road would create only a minimal increase of space for traffic wishing to access Marcham Road. Pedestrians used to using the existing crossing will still try to cross at this site even if it means crossing between stationary vehicles; the proposal for Ock Street would only increase congestion.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed pedestrian crossing in Ock street will have not have any effect on the traffic situation on Drayton road as this will not allow a further 160 cars (1 for each dwelling) to enter the road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - school children may risk crossing the road where there is no control. The proposed new crossing on Ock Street would cause unacceptable disruption to the traffic flows on all the approaches - these roads are already very congested at peak times.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the new pelican crossing at the turning into Ock Street. There is no evidence that this will reduce traffic on Drayton Road .By immediately blocking the traffic turning into Ock Street it will cause congestion on the double roundabout junction. The existing crossing further along Ock Street should be retained.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the existing crossing on Marcham Road is used by children walking to Larkmead School. Teenagers are more likely to dodge around the cars. Eventually, there will be a fatal accident. The proposed crossing on Ock Street will lead to even more traffic congestion on Oct Street.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - although no problem with proposal for Marcham Road, the proposal for Ock Street would result in a backlog of cars blocking the roundabout, preventing the flow of cars from Spring Road and Marcham Road into Drayton Road, so the whole junction would become gridlocked with wider impacts on	see officer comments in respect of Cllr Fawcett's comments

	the network.	
Resident (not adjacent)	Objects - it is not proven that the movement of the crossing will do anything to alleviate the current traffic yet alone the increased. The analogy is like a dam which cannot cope with the flow of water so move the dam downstream and all will be solved. No it will not, it is all supposition and hope. There are no studies to show why it would work. The traffic situation in South Abingdon is appalling and getting worse.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals will only cause more congestion in Ock Street whilst trying to make Drayton Road run more freely & will add to pollution. School children will not walk further along the Marcham Road & will risk by crossing in between the traffic. Likewise, they will continue to use the traffic island to cross at the bottom of Ock Street.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - children, on their way to school, may try to avoid a detour and will cross the road without using the crossing. A Pelican crossing on the Ock St side can only slow down the traffic further and, if anything, exacerbate the situation, not improve it.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed crossings will be of no help whatsoever in addressing congestion and air quality problems.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - not only will this cause a bigger grid lock to the town & Drayton Road it will also be life threatening to our children and adults, as the crossings will be too far from Spring Road and as the public have been used to the existing crossing they will continue to cross at this point, whether you move it or not. Not only that, what you have not considered is the extra traffic that will be coming through Abingdon from the new development from Hanney, Steventon and Drayton.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - anyone with a modicum of common-sense will know that the proposed alterations are totally ridiculous. There is no way that the repositioning of the crossing will alleviate the congestion on the Drayton Road & Ock Street.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed crossing in Ock Street is likely to cause grid locking in peak times . It will also have a detrimental effect for the children who walk/cycle to North Abingdon schools- it will mean they will have to cross four very busy roads instead of one. These would be Drayton Road (at present crossing), Caldecott Road, Ock Street and Spring Road. The only road these children need to cross at present is Marcham Road at the existing crossing. It is foolhardy to think these children will walk a further 60 metres up Marcham Road to the re sited crossing then walk back 85metres to continue their journey up Spring Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals will make a bad situation worse. Incidentally, the proposed site of the Marcham Road crossing would seem to defy logic. There are no highway safety benefits and the proposed development that would be enabled would make the overall congestion worse. I would support a trial if this would not be unduly costly.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed crossing on Ock Street will simply cause more and more traffic to be delayed.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - this will lead to a large increase in congestion to the severe level of congestion that already exists on both roads.	see officer comments in respect of Cllr Fawcett's comments

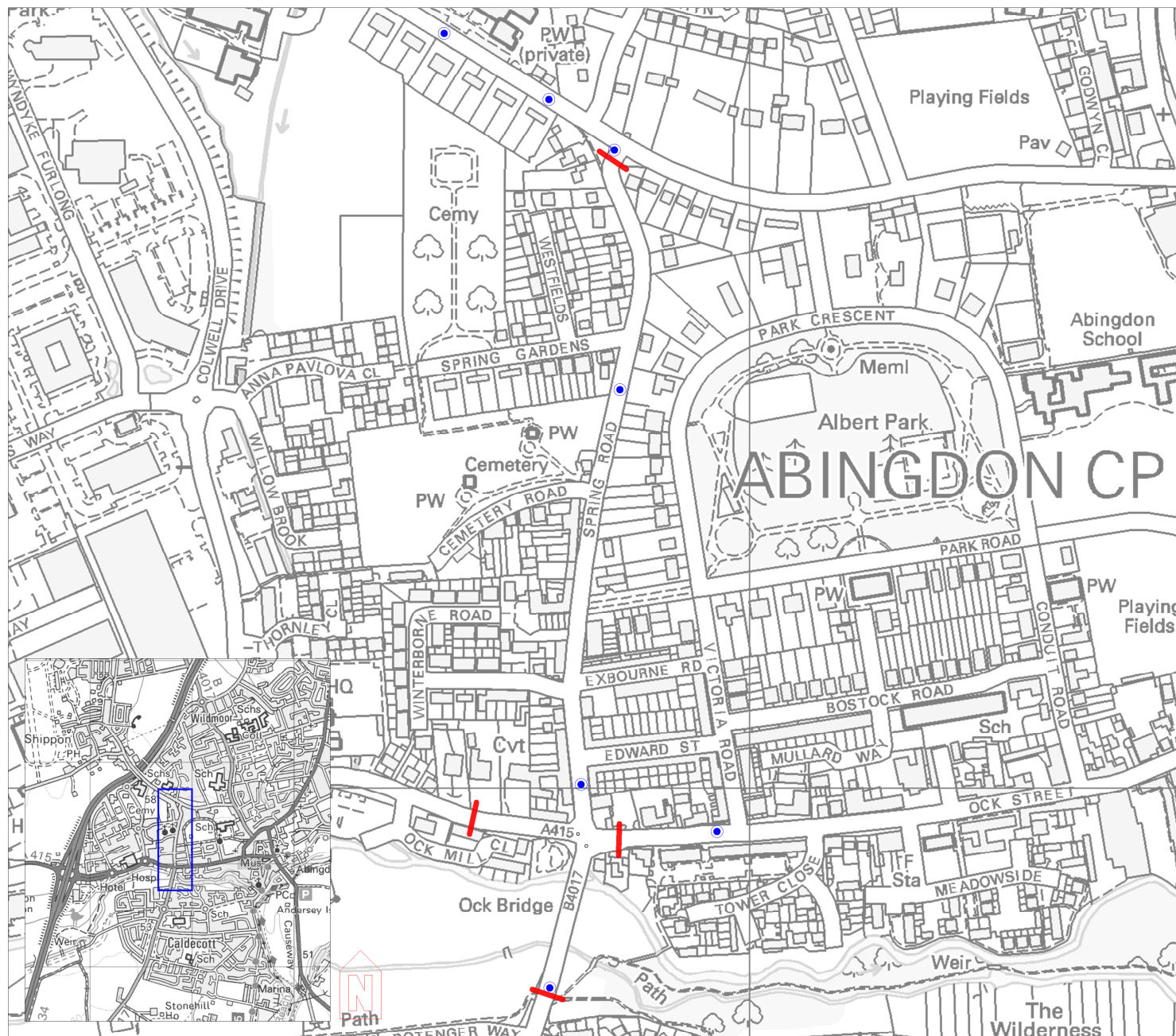
Resident (not adjacent)	Objects - moving the crossing into Ock Street will block the access into Ock street as well as out of Ock Street. The narrow area of the Drayton Road near the junction would also effect left turning traffic. Pedestrians from the Drayton Road, particularly School Children would now have to cross the Drayton Road by the Pelican Crossing near Hartwells thereby adding to the flow problem on the Drayton Road. It makes the junction less safe for Larkmead pupils. Increasing the stop-start traffic flow will also further adversely affect the air quality .	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the Marcham Road proposals are going to make no difference except to the schoolchildren crossing who probably won't use it & won't bother to walk to the Ock Steet one.The Ock Street one will just stop cars as they turn out of Drayton Road, so holding it up even more.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - many children bound for Larkmead school simply will cut the corner and attempt to cross this dangerous, multi direction traffic inter section without the safety aid of a crossing	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there is no certainty that it will reduce traffic on the Drayton road and will encourage children from the local school to cross at the corner by the white horse pub onto multi directional traffic and NOT at the proposed new crossing.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there is no certainty the proposals will reduce traffic delay on Drayton road & congestion could get worse. The junction will be less safe for the many pupils from various schools that use the Marcham road crossing by moving the crossing further up Marcham road. Suggest trial to assess the proposals.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - the proposals for Marcham Road will result in some pupils crossing at the junction taking the shortest route presenting a real danger. Neither of the proposed crossings will help to reduce the traffic problems that we have in Drayton Road, anyone living in Abingdon will confirm that. In addition, the proposed crossing in Ock Street will only add to problems we already experience getting around the town centre.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal will not ease the existing traffic delays. Moving the existing pedestrian crossing in Marcham Rd will result in school children taking the risk of crossing Drayton Rd. immediately before Ock St. to cross Ock St. @ the proposed new crossing. Any vehicle hoping to turn right from Drayton Rd. into Ock St. may well finish up stuck on the roundabout when the lights change. Temporary lights should be installed for at least one school term to check the effect on traffic and accidents to children within 85 metres of the roundabout.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	The claim that interrupting traffic flow in Ock Street and Marcham Road would facilitate entry to the mini-roundabouts for traffic in Drayton Road is dubious. The existing pedestrian crossing in Marcham Road, close to the mini-roundabouts, is little used, which is just as well in view of the amount of traffic passing through the roundabouts.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	The proposals will make no difference to the traffic flow along Drayton Rd- if anything they will make it worse by stopping the traffic as soon as it gets into Ock St. Suggests trial temporary lights first to see what effect they will have.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - putting the pelican crossings in will slow it up as traffic turning right into Ock Street will be stationary while the lights are on red thus not allowing right turning traffic through. I would suggest installing temporary traffic signals in the proposed locations and monitor the effect.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - Moving the crossing in Marcham Road is pointless, putting the one in Ock Street will make things worse - immediately stopping any flow it may achieve out of Drayton Road into Ock Street, traffic building up back into the town.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Suggests observing the use of the crossing on Drayton Road near Mill Road would be beneficial	Noted
Resident (not adjacent)	Objects - proposals may increase delays and pollution and make the junction less safe for pedestrians and cyclists, who often dismount and use the existing crossing as pedestrians	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	The proposals should be trialled before being permanently installed.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	I cannot believe this will help with the addition of more traffic and moving the crossings will mean pedestrians, especially school children, have to go out of their way and will risk crossing through busy traffic.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - Ock Mill Close has enough problems getting onto Marcham Road without this hair-brained scheme.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - will exacerbate congestion and impair air quality; putting a crossing so close to the double roundabout is unsafe. The most difficult part of the double roundabout to negotiate is when turning right from the Drayton Road into Ock Street, and will adversely affect pedestrians including schoolchildren who	see officer comments in respect of Cllr Fawcett's comments

	manage the current crossings safely.	
Resident (not adjacent)	Concerned that proposals do not give proper consideration to their impact on peak time traffic flow and the safety of children walking to and from school.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals could cause even more congestion at peak times. My other fear about moving the existing pedestrian crossing is that some children will be unlikely to walk the extra 60 meters and may cross where they are not supposed to. Young cyclists who are using the current crossing may stay on the road and join the traffic in the roundabouts.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals may make the traffic delays and air quality worse. Larkmead pupils may try to cross the road nearer the roundabout at Spring Road; also pupils may use the crossing more in Drayton Rd. and then use the crossing in Ock St., which in turn, would mean the traffic will be held up twice instead of once increasing delays.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - Ock Street proposals will only cause delays for those trying to enter Ock Street heading toward the town centre. Also if Larkmead pupils use the proposed crossing on Ock Street they then will have to cross Spring Road to get to the correct side of the road to enter the school increasing the risk to their safety.	see officer comments in respect of Cllr Fawcett's comments

Annex 3



Drawing No. Revision 1

- Formal crossing point
- Pedestrian accident location (2009 to 2013)

Site Location

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CABINET MEMBER
FOR ENVIRONMENT
27 MARCH 2014

MARCHAM ROAD / OCK STREET
ABINGDON
PEDESTRIAN ACCIDENTS

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM		
Date drawn:	Date checked:	Date approved:
13/02/2014		

Drawing No. Revision 1

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Division(s): Iffley Fields and St Marys, Isis, St Clements and Cowley Marsh, University Parks.

CABINET MEMBER FOR ENVIRONMENT – 27 MARCH 2014

THE PLAIN ROUNDABOUT CYCLING IMPROVEMENT SCHEME

**Report by Interim Deputy Director for Environment & Economy
(Strategy & Infrastructure Planning)**

Introduction

1. This report seeks approval to progress to detailed design and construction for the cycling improvement scheme at The Plain roundabout in Oxford. The design is based on the scheme that was submitted to Department for Transport for funding in 2013 and has been influenced by responses to consultations with stakeholders.
2. It also seeks approval for a proposed modification to the nearby A420 High Street junction with Longwall Street as a complementary improvement. Elements of the design have required amendments to Traffic Regulation Orders. Responses to these statutory consultations are included as part of this report.

Background

3. In April 2013, the county council submitted a bid to the Department for Transport for improvements to The Plain roundabout, Oxford. The bid was successful and £835,000 of Department for Transport Cycle City Ambition Grant funding was awarded to the scheme. The county council and city council have committed an additional £130,000 of locally held funds to the scheme. The Department for Transport funds need to be spent by the 31 March 2015.
4. The Plain roundabout is a very busy five-arm roundabout and main junction into the city centre from the east and the bid was submitted in part because for less confident cyclists it discourages some of them from cycling. There have been 35 accidents involving cyclists (33 slight, two serious) at or in the vicinity of The Plain in the last five years. The location and details of these accidents are included in a background paper.
5. The proposed design approach which formed part of the bid is at Annex 1 and a Service and Community Impact Assessment undertaken for this design approach at Annex 2.
6. Following approval of the bid, officers have been undertaking work to refine the design taking on board comments received through consultation with stakeholders.

Proposals for The Plain

7. The design work carried out has given consideration of how alterations to road levels, angles of approach at the entries/exits of the roundabout, width of the carriageway within the circulatory area of the roundabout, surfacing materials and

carriageway markings could improve conditions for cyclists and also for pedestrians.

8. Key features of the proposed scheme at Annex 3 are:
 - overall less road space on the roundabout and its approaches/exits, but retention of two carriageway lanes on the High Street approach with an approach central cycle lane added;
 - adjusted angles of approaches on a number of the approaches/exits to the roundabout;
 - more pavement space, particularly on the east and south west sides of the roundabout and on the central island on which the Victoria Fountain is situated;
 - gentle changes in carriageway level on the approaches and exits to the roundabout;
 - a different coloured road surface across the roundabout and introduction of enhanced footway materials; and
 - loading bays at the same level as the footways to make them more usable by pedestrians when not in use by vehicles.
9. It is anticipated that the proposed design would significantly change the appearance and operation of the roundabout helping cyclists of a wide range of experience and abilities feel safer and more comfortable. The additional footway widths would also benefit the many pedestrians in the area.
10. Given the critical role the junction plays in the wider transport network, modelling has been carried out to assess the impact of the proposals on traffic capacity and delays. Taking into account the changes at Longwall Street junction (see below), modelling suggests that overall there is a small additional delay to vehicles in the morning peak but a journey time saving in the evening peak. Given the anticipated significant wider benefits that the proposed changes to The Plain and the Longwall Street junction will bring, officers believe that on balance some additional delays to vehicles are acceptable.

Proposals for the A420 High Street / Longwall Street Junction

11. Currently, the pedestrian phases across High Street and Longwall Street operate at the same time. This is required because pedal cyclists are exempted from a prohibition of vehicles turning left from High Street to Longwall Street. Removal of this exemption (which in practice benefits very few cyclists - in a recent evening peak hour survey only nine cyclists turned left into Longwall Street compared to 575 travelling eastbound to the Plain) would allow an appreciably more efficient operation of the junction.
12. This would reduce delays to all road users and also reduce the present 'bunching' at peak times of large numbers of cyclists and buses when the traffic light turns green for eastbound High Street traffic. This can create conflicts due to the restricted width of the traffic and cycle lanes on the approach to Magdalen Bridge.
13. These improvements to the traffic signal timings have also allowed officers to discuss with the Department for Transport the possibility of trialling an early release for cyclists at the traffic lights of approximately five seconds ahead of general traffic

to reduce further the frequency of cyclists and buses travelling side by side. The early release requires special Governmental authorisation and the Department for Transport has encouraged the county council to apply for this.

Traffic Regulation Order (TRO) Consultations

14. The proposed design requires changes to Traffic Regulation Orders (TROs) at The Plain and at Longwall Street junction. At The Plain the two laybys are proposed to be converted to loading bays. The proposal for the layby on the north side of the roundabout is for 30 minutes loading only to apply at all times of the day, replacing the current no waiting at any time restriction. This will help to ensure only legitimate loading activity takes place there – currently there is frequent use of the bay by taxis and users of the adjacent Sainsbury's store.
15. The proposal for the layby on the east side (currently with a taxi rank at night) is similarly for 30 minute loading during the day, but with a taxi rank at night being retained.
16. At Longwall Street, the removal of the exemption for cyclists to the left turn vehicle ban needs a change to the TRO. This change and those to the laybys at The Plain were consulted on between 9 January and 7 February. Consultation notices are included as a background paper. Objections and other representations made together with an officer response are set out at Annex 4. Officers recommend that the TROs as advertised be approved.
17. At Longwall Street, however, a number of objections were received in relation to stopping cyclists from being able to turn left on the road. A subsequent consultation was therefore carried out between 7 and 28 February on changing the existing left turn slip for cyclists into shared use footway – which would, in practice, allow the small number of cyclists affected by the ban to continue to turn left into Longwall Street (this design and the associated street notice is alongside the TRO street notices in the background papers). It will still be necessary to stop cyclists using the carriageway (as opposed to the proposed shared use footway) from turning left. The comments made on this second consultation including officer responses are also included at Annex 4.
18. Officers recommend that provision of shared use footway/cycleway be approved together with the proposal removal of the exemption for pedal cyclists from the prohibition of vehicles turning left from High Street to Longwall Street using the carriageway.

Stakeholder consultation and feedback

19. In addition to the consultation on the TROs, stakeholders were invited to discuss progress on the project and scheme design in October last year and again in January and February this year. Some of the stakeholders submitted written comments following the discussions which are included as a background paper.
20. There was general acceptance that measures are needed to improve conditions for cyclists and that a design based on reducing road space on and approaching the roundabout together with tightening up angles of approach is the best way to do

that. However, there were some concerns expressed about the proposed design in relation to:

- impact on traffic flow
- need for the scheme to address the needs of people with severe visual impairments
- need to provide cycle facilities on the roundabout segregated from traffic
- lack of ambition of the scheme

21. The latter two were of particular concern to Cyclox, CTC (Cyclists Touring Club) and The Oxford Civic Society.
22. Annex 6 considers these main concerns in more detail. Overall, officers believe that the proposed design shown at Annex 3 adequately addresses each of them and will result in a significant positive improvement for cyclists.

Local Member Consultation

23. All local county councillors were invited to discuss the proposals with officers. The two local county councillors who met officers are listed at Annex 5. One of these councillors submitted written comments following the meeting. The response was supportive of the latest design although it highlighted a concern about the impact of the design on traffic flow. This concern is addressed at Annex 6.

Policy & Strategy

24. Improvements to The Plain and the High Street/ Longwall Street junctions will contribute to the delivery of the county council's strategic objectives by enabling more people to travel in and out of the city centre for all purposes including employment and education. The design encourages use of sustainable modes of transport, helping to support healthy and thriving communities and enhancing the environment.

Risk Register

25. A register outlining the risks to the project and how they will be managed is included as a background paper.

Next Steps

26. Subject to approval, detailed design will follow with implementation commencing in the autumn. The work is due to be completed by the end of March 2015. There will be close liaison with local businesses and other stakeholders to keep them informed of progress in the run up to and during the construction of the scheme.

Financial and Staff Implications

27. The scheme design and construction is fully funded from the Department for Transport grant and locally held city and county council funds as set out in paragraph 3 of this report. Officers will manage the costs of the scheme so that it is contained within the approved budget.

RECOMMENDATIONS

28. **The Cabinet Member for Environment is RECOMMENDED to:**

- a) **approve the latest scheme design set out in Annex 3 to this report for detailed design and construction;**
- b) **approve the TROs as advertised for (i) changes to loading bays at The Plain and (ii) removing the exemption to the left turn ban for cyclists at the Longwall Street/High Street junction;**
- c) **approve the conversion of a new section of footway at the Longwall Street/High Street junction into shared use footway/cycle way as described in paragraph 17 of this report;**
- d) **authorise officers to apply to the Department for Transport for special authorisation to make the necessary amendments to the traffic signals at Longwall Street to allow a head start for cyclists.**

PETER LERNER

Interim Deputy Director for Environment & Economy (Strategy & Infrastructure Planning)

Background papers:

- Plot of accidents involving cyclists and pedestrians at The Plain in the last five years
- TRO street notices and street notice for proposed shared use footway at Longwall Street/High Street junction
- Comments and objections received in response to TRO and shared use footway consultations
- Written comments on scheme design from stakeholders following discussions with officers
- Risk register

Contact Officer: Craig Rossington, Senior Transport Planner (ext. 5575)

March 2014

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ANNEX 2**SERVICE & RESOURCE PLANNING****SERVICE & COMMUNITY IMPACT ASSESSMENTS****Cycle City Ambition - The Plain****I. PROPOSAL**

The scheme aims to encourage greater levels of cycling by addressing one of the key barriers/perceptive deterrents to increased cycling into and out of Oxford city centre. It would be on the basis that the preferred option is keeping cyclists on the carriageway and making it safer for them by reducing road space tightening geometry of The Plain roundabout junction.

The proposal retains the roundabout, incorporating features aimed to enhance the pedestrian and cycle environment, reducing entry and exit speeds and vehicles, and improving the safety (and perception of safety at the roundabout).

What else did you consider and reject? Why was this considered the better option?

As discussed above, the scheme aims to keep cyclists on the carriageway and making the junction more welcoming to cyclists by reducing the road space, tightening the geometry and widths of the entry and exit arms onto the roundabout, promoting slower traffic speeds and thus making it safer for cyclists.

The only other broad option that has been considered, but rejected, was to keep cyclists off the carriageway and promote shared use footways/cycleways. This was rejected because of the likely negative impact on pedestrians and other vulnerable users, such as the elderly, young children and those with disabilities currently use the footways. This option is also constrained by the limited space available on parts of the footway, as well as the need to preserve and where possible enhance the historic character/features on The Plain.

A full design evaluation and assessment was undertaken as part of the preliminary design. This concluded that the preferred proposal performed the best against the assessment criteria which were based on the overlying scheme objectives and key design constraints. In all the preferred option best achieves the scheme objectives to increase the level of cycling and modifying the junction to promote slower traffic speeds and increase road safety.

What consultation/research evidence have you used to inform this proposal (public, stakeholder, customer, etc.)?

The project team held stakeholder engagement meetings on 7 and 8 October 2013 to introduce the project to local stakeholders and provide them with an opportunity to convey their comments/views on needs and operational requirements that the scheme needs to consider. These meetings were attended by transport groups (e.g.

cycling interest groups, bus operators and pedestrian associations), local district and county councillors and businesses and education establishments with frontages onto the junction (e.g. Sainsbury's and Magdalen College School). Feedback received from these sessions and follow-up correspondence has helped to inform and steer the preliminary design.

Further stakeholder consultation is programmed to take place on the preferred scheme in January 2014.

How developed is the proposal?

The proposal builds upon a draft scheme design and concept which was submitted to the Department for Transport in April 2013. The project is in the preliminary design stage which is expected to be largely completed by early December 2013. Further stakeholder consultation is the next stage in the programme.

II. IMPACT OF THE PROPOSAL ON SERVICE USERS AND THEIR LOCAL COMMUNITIES

Rural Communities

The impact of the project will be negligible to those living in rural communities throughout the county. The project aims to keep delays to traffic to an absolute minimum, including delays to rural bus services that travel through the junction. The scheme design takes into account the need for school coaches to drop-off and pick up pupils at the High Street arm on the junction, many of which originate from rural areas of the county.

Local Communities

No specific impact is anticipated. The scheme design takes into account the operational needs and requirements of local business frontages and education establishments in the vicinity of The Plain. There is a risk that changes to the geometry of the junction and modification to the approaches could increase traffic delays which in turn could disadvantage bus users and exacerbate localised negative environmental impacts associated with congestion, such as poor air quality and noise.

There will be some inconvenience to the local community and local businesses during the implementation/construction phase of the project.

Areas of Deprivation

No specific impact anticipated.

Older People

No specific impact anticipated. The scheme is likely to deliver some benefit to elderly pedestrians through improving the pedestrian amenity around the junction, including the extension of footway space and the narrowing of the junction's entry and exit arms, making it easier to cross the road.

Children & Young Adults

No specific impact anticipated.

Disabilities

No specific impact anticipated. The scheme is likely to deliver some benefit to those with disabilities through improving the pedestrian amenity around the junction, including the extension of footway space and the narrowing of the junction's entry and exit arms, making it easier to cross the road.

Race

No specific impact anticipated.

Religion & Belief

No specific impact anticipated.

Sex

No specific impact anticipated.

Gender Reassignment

No specific impact anticipated.

Sexual Orientation

No specific impact anticipated.

Pregnancy & Maternity

No specific impact anticipated.

Marriage & Civil Partnership

No specific impact anticipated.

What actions will be taken to mitigate these risks?

In order to minimise the risk and potential negative impacts of the scheme, the project team has engaged with local stakeholders, businesses and transport groups to understand and consider the views and needs of key users of The Plain. Key stakeholders included:

- Cyclist groups (Cyclox and Cycling Touring Club);
- Pedestrian groups (Oxford Pedestrian Association);
- Bus operators;
- Age and Disability groups (OXTRAG); and
- Business frontages, schools and colleges in the vicinity of the junction.

This engagement provided an opportunity for those involved to help shape the design so as to best accommodate local needs and the needs of cyclists and other users of the junction. The feedback received from stakeholders has been used to inform the preliminary design work.

A VISSIM micro-simulation model has been used as part of the preliminary design work to test the emerging proposal. This examines the likely future operation of the

junction, including impacts to traffic flow and delay. This test takes into account key design considerations and constraints, including keeping traffic delay to a minimum. Information and data received from the VISSIM analysis has been used to inform and determine the optimum scheme design.

The project team will work with the appointed principal contractor to minimise any disruption during the construction/implementation phase of the project. The construction phases had been programmed around the Christmas Embargo (2014) to reduce disruption during the holiday period. This includes providing sufficient notice of the impending works to local businesses and stakeholders.

Impact on providers (local SMEs and voluntary, community & faith sector)

No other specific impacts to those already discussed above.

What actions will be taken to mitigate this risk?

Please see above

Impact of the proposal on other council services

The choice of surfacing materials and road lining to be used in the scheme may have an impact on future maintenance revenue budget.

What actions will be taken to mitigate this risk?

None, the scheme design takes into account build-ability and maintainability as key constraints. The selection of materials and lining arrangements will be determined as part of the detailed design with full liaison with the relevant teams across the council.

Impact of the proposal on staff

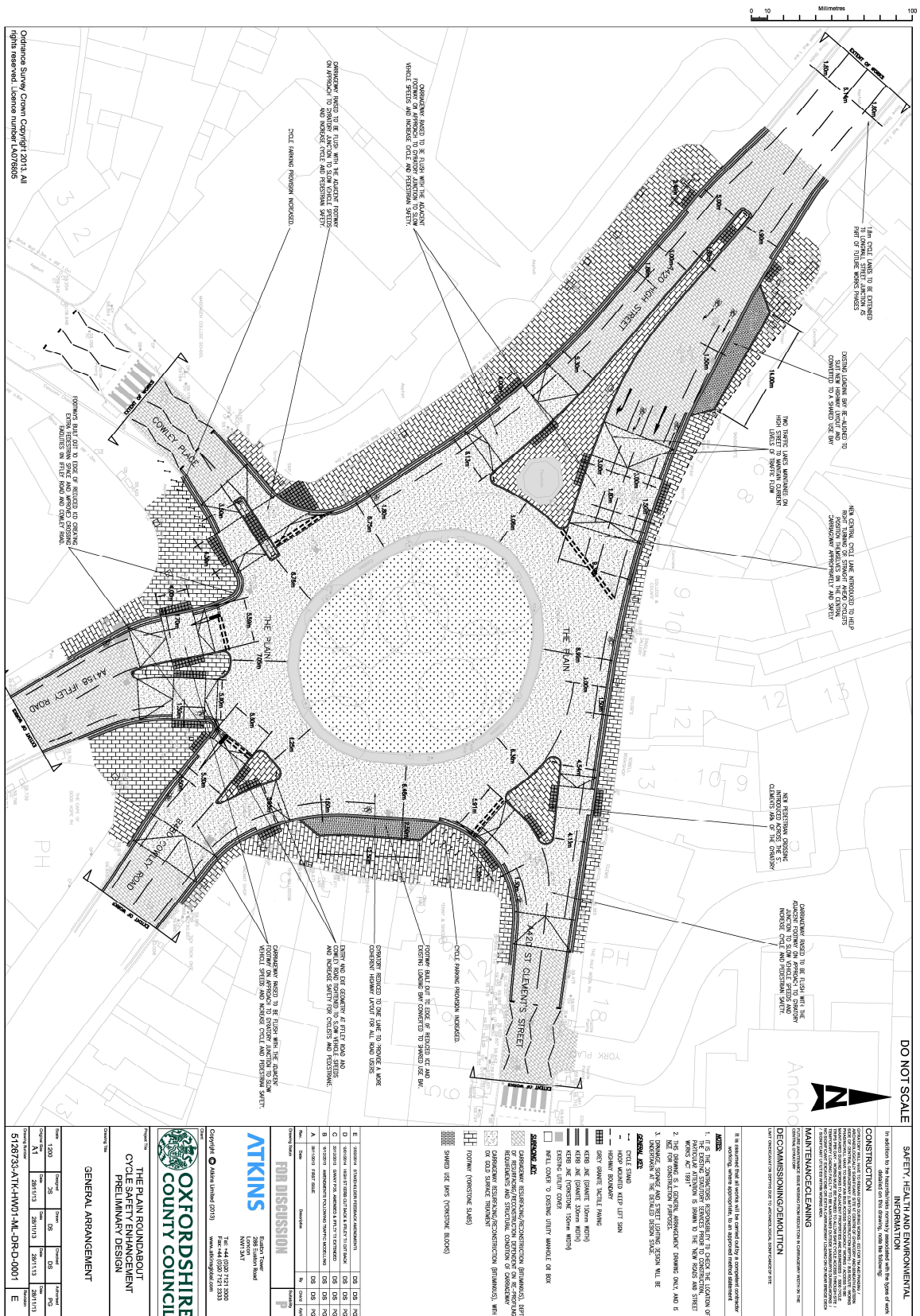
No specific risks are anticipated

What actions will be taken to mitigate this risk?

None.

Capital implications of proposed change

Scheme is funded by Department for Transport and locally held city and county council



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RESPONSES TO CONSULTATION

Table 1 – The Plain:

RESPONDENT	COMMENTS	OFFICER RESPONSE
Sustrans	Support the changes in the interest of cyclist and pedestrian safety and amenity and would also support raising the loading bays to footway level	Noted
Member of public	<p>Objects to proposals on the grounds that the consultation on the proposed amendments to waiting restrictions is premature as this will restrict flexibility for amendments to the detailed design, including the scope for segregated cycle routes</p> <p>More specific concerns were also expressed on:</p> <p>a) Layby on north side of roundabout: - there is inadequate space left for cyclists inside of loading trucks in this (Sainsbury's) location. Being inside of a loading bay is likely to be more convenient than passing a loading truck and potentially having to move outwards if trucks are not perfectly placed within the bay and up to a kerb; since lorries loading here present an overtaking hazard, cyclists safety and convenience has not been considered adequately.</p> <p>b) Layby on east side of roundabout - queries if adequate consultations or surveys of current use and therefore little accurate consideration can be given to impacts on retail and entertainment in the area. I note added restrictions in St Clements area by other reductions in off-street parking space.</p>	<p>Officers are seeking approval for a design which includes loading bays in specific locations. The timescale of the project is such that the TRO consultation cannot take place after the design is approved. Department for Transport funding must be spent by 31 March 2015 – detailed design must start in April in order for a start on site in September/October. This wouldn't be possible if TRO consultation takes place after the date of the committee considering these TROs.</p> <p>Officers do not believe that there is scope to provide any meaningful segregated cycle facilities around the roundabout. This is considered at Annex 6 to this report.</p> <p>Officers do not believe that providing for cyclists inside of the Sainsbury's loading bay is a sensible or safe proposition. There is insufficient space and this design solution would produce conflicts with the large volume of pedestrians moving along there.</p>

		<p>Cyclist safety is being considered as part of the safety audit process being applied to the scheme design.</p> <p>The proposals should help local businesses by improving the availability of loading opportunities and should have minimal impact on customer parking, given that there is currently no parking outside Sainsbury's and observations suggest that at the layby on the east side of the roundabout, the majority of the parking is longer stay and not related to businesses.</p>
Oxford Brookes University	<p>No objection to proposals for layby and supportive in principle of the scheme although concerned about the potential for increased delays to all traffic and in particular buses.</p> <p>Also concerned that the planned construction period is the worst time for our students and the bus service. It is understand this is unavoidable.</p>	Noted
Thames Valley Police	No objections to the proposals.	Noted
Oxford Transport and Access Group (OXTRAG)	No objections to the proposals	Noted
Oxford Pedestrians Association	<p>Support aims of project and welcome the carriageway being substantially narrowed and the additional crossing place for pedestrians across the St Clements junction. While OxPA has a preference for zebras across each of the junctions, acknowledging the need to reduce traffic queuing at this very busy roundabout & hope that dropped kerbs and a colour indicator will offer a viable alternative.</p>	Noted.

	<p>However, have significant regret that the plans do not now reduce the Magdalen Bridge entry to one lane and are concerned that the crossing from fountain to Sainsbury's will become more difficult with 2 lanes + 2 cycle lanes to be negotiated. OxPA notes the possibility of a dog-leg route from the end of the bridge, before the extra lanes begin, to the central refuge, then along it to the fountain: this should be useful for Magdalen School boys - and others, when they get to know the layout, will also benefit.</p> <p>We note that as the proposal has been developed space for pedestrians has been reduced in some places. So far this does not present a problem but are keeping an eye on this aspect of modifications to the scheme.</p>	
<p>Ballroom Emporium respect proposals layby on side of roundabout)</p> <p>(in of for east the)</p>	<p>Concerned over the loss of parking, particularly given the recent re-development of St Clements car park which already has had a severe impact on local businesses and reduced employment and the general vitality of the area. Parking provision in the area has been eroded to an unacceptable extent and if the three spaces in this layby are removed, they need to be replaced in the scheme by other parking nearby. Also concerned about the noise problems arising from the taxi rank for local residents.</p> <p>More generally has reservations as to whether the proposals will result in the intended benefits.</p>	<p>Although no formal surveys of the use of the layby have been carried out, observations suggest that they are primarily used as longer term non customer parking rather than for customers themselves.</p> <p>The proposals will facilitate the ease of loading/unloading by the businesses.</p> <p>The concerns on the general level of parking in the area are acknowledged but the proposals do not materially affect this and similarly, as there is an existing taxi rank, the proposals will not lead to a change in the potential for noise disturbance. The comments on the wider impact of the scheme are noted.</p>

Table 2 – A420 High Street junction with Longwall Street (Original proposal):

RESPONDENT	COMMENTS	OFFICER RESPONSE
Magdalen College	Supports the proposal to remove the left turn for cyclists from the High into Longwall Street if it will change the pedestrian crossing times as indicated. Recommends the centre broken white line be continued from the High into Longwall Street to reduce the frequent infringement of the centre line by traffic in both directions. Minor accidents occur through a lack of spatial awareness.	Noted
Oxford Pedestrians Association	Support this proposal, providing the proposed changes do not make it easier for vehicles to make illegal left turns. The greatest benefit for eastbound cyclists would be a 5 second headstart ahead of buses. The present situation is very dangerous with cyclists hemmed into a narrow cycle lane between nose-to-tail buses and an often very crowded pavement from which people sometimes step out into the cycle lane. The existing wait-time at these lights is excessive, presenting an incentive for light-jumping. The cycle lane white line is very worn and almost invisible in places between the Longwall corner and Magdalen lodge, at a place where it should be prominent to give cyclists maximum protection.	The proposals will not make it easier for vehicles to turn left into Longwall Street.
City Cllr Dick Wolff	No objections.	Noted
Thames Valley Police	Objects to proposal on grounds that there will be high levels of contravention placing considerable demands for police enforcement and dangers for pedestrians crossing Longwall Street.	Amended proposals for the junction will allow the few cyclists who do want to turn left into Longwall Street to continue to do so by using the newly created small section of shared use footway/cycleway (see amended proposals).
Member of Public	Objects on grounds of cyclist amenity and on the understanding that the 90 degree corner to stop dangerous left turns by motor vehicles	As above; the 90 degree corner is being retained to continue to discourage vehicles

		would be removed.	from making the left turn.
Cllr Coates	Sam	Objects on grounds of cyclist amenity	Amended proposals for the junction will allow the few cyclists who do want to turn left into Longwall Street to continue to do so by using the newly created small section of shared use footway/cycleway (see amended proposals).
Member Public	of	Objects on grounds that there would be no safety benefits and that cyclists would not comply with proposed prohibition	As previous response
Member Public	of	Objects on grounds that there would be no safety benefits and that cyclists would not comply with proposed prohibition	As previous response
Member Public	of	Objects on grounds that the proposal is unnecessary, unlikely to be obeyed and likely to increase danger for all people there, including pedestrians. Also concerned that by reducing delays, may encourage additional motor vehicle traffic	As previous response. Although the concerns that the proposal will result in increased traffic are noted. Buses, cyclists and pedestrians will be the main beneficiaries of the reduced delays.
CTC		Query if the benefits outweigh the dis-benefits to cyclists affected by the amendment, but would be open to the proposal if a strong case could be made. Also suggests consideration of alternative signalling arrangements for cyclists, including re-siting the signal heads on Longwall Street to effectively increase space for cyclists and other vehicles on the narrow part of the road	Amended proposals for the junction will allow the few cyclists who do want to turn left into Longwall Street to continue to do so by using the newly created small section of shared use footway/cycleway (see amended proposals). An application to DfT for an early start for cyclists on the eastbound High Street approach is to be made, but currently no other changes to the signals are considered a priority
OBIS (Oxford Brookes University)		Objects on grounds of reduced amenity for cyclists and pedestrians and requests consideration of alternative signalled layout	As above

Member of the public	Objects on grounds of reduced safety for cyclists	As above
Member of the public	Objects on grounds of reduced safety for cyclists	As above
Member of Public	Objects on grounds that the proposal is unnecessary, unlikely to be obeyed and likely to increase danger for all people there, including pedestrians	See above
Oxford Brookes – Sustainability Team	Concerned that it is not realistic to expect cyclists to dismount	See above
CTC Councillor (SE region) Oxonian Cycle Club - council liaison officer)	Objects to proposals on the grounds of reduced cyclist amenity and requests a shared use cycletrack to allow left turning cyclists to bypass the signals.	As above.

Table 3 – A420 High Street junction with Longwall Street (Amended proposal):

RESPONDENT	COMMENTS	OFFICER RESPONSE
Oxford Pedestrians Association	<p>No objections given the very small number of left turning cyclists will be unlikely to impair the safety/convenience of pedestrians and the increased pavement space would be available for pedestrians at a very crowded junction.</p> <p>Suggest the use of a pedestrian symbol marking (in addition to a cycle symbol) to make it clearer (in particular to cyclists) that the space is to be shared by cyclists with pedestrians.</p> <p>Also request that if approved the operation of the layout should be reappraised after 3 or 6 months to make sure the changes have not created unexpected problems.</p>	<p>Noted. However there is currently (under national signing regulations) no approved pedestrian symbol, and so it would not be possible to use these marking here.</p> <p>The scheme will be closely monitored if the proposal is approved.</p>
City Cllr Dick Wolff	No objections but suggests that the alignment of the proposed shared use track is altered to help ensure that the speed of cyclists using the proposed facility is as low as possible	Noted. The suggested amendment to the alignment of the proposed shared use cycle track will be reviewed although the scope for change is likely to be limited.
Thames Valley Police	No objections on basis that the provision (including signing and markings) if approved fully complies with national regulations	Noted. Officers understand the proposed signing and markings are in accordance with national regulations.
Member of Public	No objections to amended proposals	Noted
Sustrans	No objections to amended proposals	Noted
Cllr Sam Coates	No objections to amended proposals (subject to cycling groups also expressing no objection)	Noted
Oxford Transport and Access Group (OXTRAG)	Concern that cyclists making the left turn would on entering Longwall Street be concentrating on checking for traffic and may be unaware of the need to give way to pedestrians, with disabled pedestrians and wheelchair users being particularly vulnerable.	Noted -

		To reduce risks, suggest a realignment of the kerb and that cyclists be required to give way to pedestrians at the edge of the tactile paving.	
Oxford Brookes Sustainability Team	–	Supports as providing reasonable compromise	Noted

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ANNEX 5

List of Stakeholders and businesses who have discussed progress on The Plain Cycle Improvement Scheme with county council officers – October 2013, January, February 2014

Cabinet Member for Environment - Cllr David Nimmo Smith (Oxfordshire County Council)
 Local Cllr Jamila Azad (Oxfordshire County Council)
 Local Cllr John Tanner (Oxfordshire County Council)
 Cllr Colin Cook (Oxford City Council)
 Cllr Dick Wolff (Oxford City Council)
 Cllr Bev Clack (Oxford City Council)
 Cllr Bob Price (Oxford City Council)
 Cllr Sam Hollick (Oxford City Council)
 Cllr Graham Jones (Oxford City Council)
 Oxford City Council East Oxford Forum
 Planning Policy and Conservation officers - Oxford City Council
 Stagecoach in Oxfordshire
 Oxford Bus Company
 Arriva, The Shires
 City Sightseeing
 Jeffs Coaches
 Bus Users UK (Oxford branch)
 Cyclox
 Sustrans
 Oxford Pedestrian Association
 CTC
 OXTRAG
 Oxford Civic Society
 Oxford Preservation Trust
 Café Co Co, Cowley Road
 Sainsbury's
 Sinolink Gallery
 Oxford Brookes University
 University of Oxford Estates Department
 Magdalen College
 Queen's College
 St Hilda's College
 Christ Church
 Magdalen College School
 Angel & Greyhound Pub
 College and County Lettings
 The Ballroom shop, The Plain
 Sainsburys

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ANNEX 6**Main areas of concern from stakeholders about the latest design for The Plain Roundabout****Impact of design changes on traffic flow**

Bus operators in particular were adamant that reducing the High Street approach from two to one lane should not be taken any further because of the delays that would cause.

Officers accept that tightening the junction a lot could have an unacceptably negative impact on traffic flow. However, tightening up too little could result in insufficient benefits for cyclists. To help strike the right balance, the design process has involved detailed modelling of possible changes to the junction.

Traffic modelling has become increasingly sophisticated in recent years but it is still best used only as a guide to the possible impact of design changes on traffic performance.

Initial modelling showed that reducing the High Street approach to one lane significantly increases queues in the Longwall Street direction. The preferred design therefore keeps two lanes but includes a central cycle lane and cycle symbols on the road to give more confidence to cyclists turning right – the difficulty of this right turn was a commonly identified problem by stakeholders.

Modelling of the latest proposed design estimates that in the morning peak hour there would be an average additional delay of approximately 29 seconds to each of the 80 inbound buses as they travel through The Plain and Longwall Street. The model estimates an average journey time saving of 22 seconds for the 80 outbound buses in the morning peak.

In the evening peak hour the model estimates there would be an average additional delay of approximately 14 seconds to each of the 85 inbound buses as they travel through The Plain and Longwall Street. The model estimates an average journey time saving of 50 seconds for the 85 outbound buses in the evening peak.

A significant increase in cycling flows as a result of the scheme could increase delays to traffic, although the scale of this is very difficult to predict. Given the numbers of buses travelling through the roundabout in the peak periods, the delay to each would still be small. Officers believe a small element of delay for buses would be justifiable given the benefits that should be achieved for cyclists (and pedestrians).

Will the proposed design be fully inclusive, particularly for people with severe visual impairments?

Concerns were raised about whether the design would be inclusive for those with visual impairments - areas in the design where footways were proposed to be flush with the carriageway would be difficult for people with visual impairments to detect.

In response to feedback from OXTRAG the only kerbs in the design that will be flush with the road will be at crossing points where tactile paving will make them detectable by people using white sticks or accompanied by guide dogs.

The design should include facilities to segregate cyclists from vehicles

Some felt that to cater properly for less confident cyclists, the design should provide a route around the Plain that was at least partially off road or that included some facilities for cyclists segregated from vehicular traffic.

There is insufficient space to provide facilities for cyclists completely off the carriageway around the roundabout. Off carriageway cyclist provision would overly compromise pedestrian amenity. In any case, there would be a high level of conflict between cyclists and vehicles at crossing points. The impact of this on traffic flow would be unacceptably severe.

As an alternative, it has been suggested that two specific movements could be provided for by semi-segregated cycle lanes on the carriageway - from the roundabout onto High Street and from High Street onto St Clements.

Officers believe that the latter movement is already relatively easy for cyclists with little or no conflict or potential conflict with vehicles. Any form of segregation for cyclists on this movement will therefore offer very little new benefit. For the former movement, in approximately 50m, there are two crossing points for pedestrians and two accesses to Magdalen College School which would break up the continuity of the semi-segregation. For such a treatment to be most effective it should give cyclists uninterrupted protection over a longer distance. In any case the design team are concerned that the semi-segregation delineator (some form of edging or kerb) would be overrun by vehicles sufficiently frequently in this location for it to present a maintenance liability to the county council.

However, given that this scheme is stage one of a two stage scheme (when funding allows) that would address the wider approaches to the junction, the concept of some sort of semi-segregated cycle lanes on the roundabout could be revisited at a later stage .

Are the proposals sufficiently ambitious?

Some stakeholders felt the proposed changes were not ambitious enough and will have a limited impact on the number of cyclists using the junction; particularly

inexperienced or nervous cyclists. The omission of segregated facilities (considered above) is used as evidence of lack of ambition in the design.

Officers believe that put together, the proposed design elements will significantly change the nature of the junction and improve the experience of people cycling through it. In particular, reducing the amount of road space on the roundabout from St Clements all the way through to and including the High Street exit will help calm driver behaviour and generally mean existing or new cyclists will feel less intimidated than now.

The changes to the Longwall Street junction have allowed the county council to apply to the Department for Transport for special use of a green cycle traffic light to give cyclists a head start on their way to The Plain. This is an element of the scheme that is further evidence of ambition and innovation.

Stage two of the scheme to improve the wider approaches to the roundabout will see even greater incentives to higher cycle use. How to improve the wider approaches is something that the county council will be keen to engage with cycling stakeholders and local people in developing proposals to make the wider area much more welcoming to cyclists of as wide a range as possible of experience and abilities - particularly those who don't currently cycle.

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CABINET MEMBER FOR ENVIRONMENT – 27 MARCH 2014

PROPOSED REVISED SPEED LIMIT B4477, FILKINS

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. An objection has been received from Thames Valley Police to a proposal to extend the existing 30mph speed limit on the B4477 Alvescot Road at Filkins in place of the current 40mph limit.

Background

2. This proposal at Annex 1 arises from a request from County Councillor Peter Handley, in response to local concerns over road safety, in particular for pedestrians and cyclists (including children) crossing the road. However, no injury accidents have been reported in the most recent 5 year period.

Consultation

3. The consultation on the proposals was carried out between 30 January and 28 February 2014. One objection has been received from Thames Valley Police who note that there is no collision history, no active roadside development on the length of the proposed extension to the 30mph limit and that taking account of current speeds, compliance with the new limit may be poor, leading to expectations of enforcement on the part of the Police.

Response

4. A recent speed survey immediately east of the crossroads showed average speeds in both directions were approximately 35mph, although peak speeds were higher in the westbound direction. Applying Department for Transport (DfT) research on the effect of speed limit changes on actual speeds, it is likely that average speeds would reduce to around 33mph.
5. Officers note that the DfT guidelines on setting village speed limits acknowledge that in some circumstances an intermediate speed limit of 40mph is appropriate, as was introduced here in 2002 when the speed limit in the village was last reviewed.
6. The technical case for a reduction in speed limit is therefore judged to be marginal, taking account of the accident history, current speeds and DfT guidelines. However, the latter are not prescriptive and commend for example consideration of other speed management measures to encourage

compliance. Local funding is likely to be available for a vehicle activated sign (for traffic entering the village) and were this to be provided average speeds would likely reduce by around 2mph. Therefore if a 30mph limit were to be in place, along with a Vehicle Activated Sign, average speeds would likely be around 31mph which would be in line with speeds in many other 30mph limits.

How the Project supports LTP3 Objectives

7. The proposals would help reduce the risk of accidents and improve road safety.

Financial and Staff Implications (including Revenue)

8. Costs will be met from Councillor Handley's Area Stewardship Fund allocation. Maintenance of the signs will be met from the highways maintenance budget.
9. The appraisal of the proposals and consultation has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

10. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposed revised speed limit on the B4477 at Filkins as advertised.**

MARK KEMP

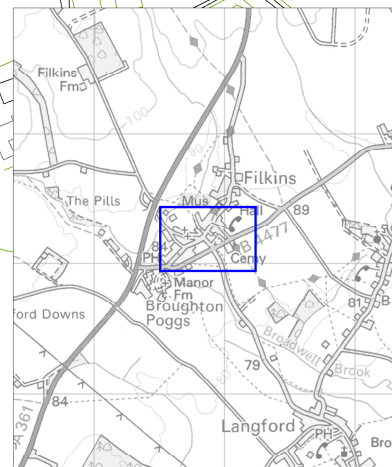
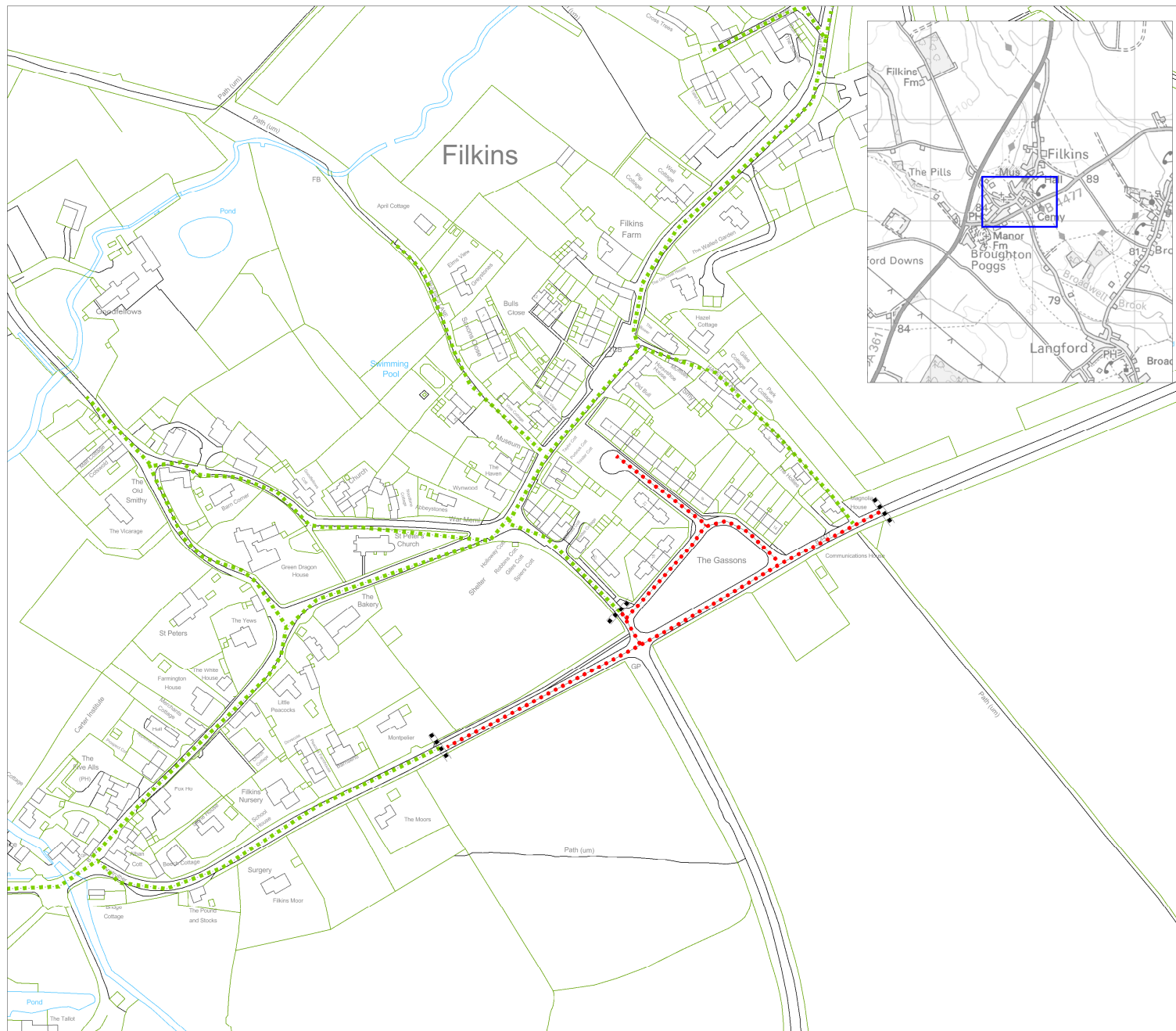
Deputy Director of Environment & Economy (Commercial)

Background papers: Letter of objection from Thames Valley Police

Contact Officers: Jim Daughton 01865 323364

March 2014

ANNEX 1



Drawing No. Revision 1

- Existing 30mph speed limit
- Proposed 30mph speed limit in place of current 40mph speed limit
- Speed limit terminal point signing change

Site Location

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CABINET MEMBER
FOR ENVIRONMENT
27 MARCH 2014

B4477 FILKINS
PROPOSED 30MPH SPEED LIMIT

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM		
Date drawn:	Date checked:	Date approved:
18/02/2014		

Drawing No. Revision 1

Division(s): Kennington and Radley

CABINET MEMBER FOR ENVIRONMENT – 27 MARCH 2014

PROPOSED 40MPH SPEED LIMIT OXFORD ROAD, KENNINGTON (THROUGH BAGLEY WOOD)

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. An objection has been received to a statutory consultation on a proposal to extend the permanent 40mph speed limit on the Oxford Road at Bagley Wood to include the site of a major maintenance scheme following the collapse of part of the embankment. The proposed permanent limit shown at Annex 1 replaces a temporary speed limit that applied immediately following the re-opening of the road in December 2013.

Background

2. The proposals arise from a risk assessment of the above length of road taking account of the hazards presented by its alignment and the limited scope to provide roadside protection for vehicles that might leave the carriageway in the event of an accident.
3. A speed survey carried out in January 2014 just within the southern end of the current temporary limit showed average and 85th percentile speeds were respectively 41mph and 46mph (these apply to both directions). These values are consistent with the speeds typically seen in a permanent 40mph limit.

Consultation

3. Consultation on the proposals was carried out between 12 December 2013 and 17 January 2014.
4. One objection was received from a resident of a property in Radley adjacent to the road (but south of the proposed change) on the grounds that a 40mph limit would be appropriate for the whole length of the Oxford Road and was concerned that the current proposals reflected an unsatisfactory and piecemeal approach.
5. Radley Parish Council have responded that they have no objection to the proposal and may be willing to fund a future extension of the 40mph limit further south (in consultation with Kennington and Sunningwell Parish Councils) subject to consultation.
6. As the remainder of the road is subject to a 50mph limit (introduced in 2011 following extensive local consultation) and no objections were received from

other parties, including Thames Valley Police, it is recommended that the proposed speed limit as advertised is approved.

How the Project supports LTP3 Objectives

7. The proposals would help reduce the risk of accidents and improve road safety.

Financial and Staff Implications (including Revenue)

8. Signing was installed for the temporary 40mph limit in place on the re-opening of the road and no additional works are required. Maintenance of the signs will be met from the highways maintenance budget.
9. The appraisal of the proposals and consultation has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

10. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of a 40 mph speed limit on the Oxford Road, Kennington (through Bagley Wood) as advertised.**

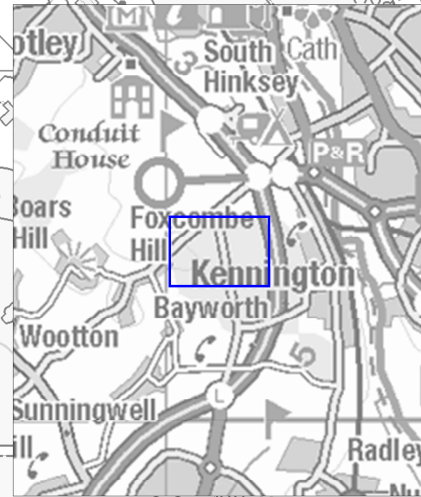
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Annex 1: Plan of proposed works

Contact Officers: Jim Daughton 01865 323364

March 2014



- Existing 40mph speed limit
- Proposed 40mph speed limit extension in place of current 50mph speed limit
- Existing 50mph speed limit

note1:
Current terminal point of 40mph limit is
202 metres south of its junction with
Hinksey Hill / Foxcombe Road

note2:
Proposed terminal point of extended 40mph
limit is 937 metres south of its junction with
Hinksey Hill / Foxcombe Road
(length of extension is 735 metres)

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PERMANENT TRAFFIC
REGULATION ORDER
NOVEMBER 2013

OXFORD ROAD - BAGLEY WOOD
PROPOSED 40MPH LIMIT EXTENSION

Drawing No.	Revision	1
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CABINET MEMBER FOR ENVIRONMENT – 27 MARCH 2014

PROPOSED PARKING RESTRICTIONS SHILTON PARK, CARTERTON

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions on the Shilton Park Estate in Carterton.

Background

2. Local representatives and members of the public have raised concerns regarding the danger posed by and to traffic, including the risk to pedestrians, from vehicles parked at junctions and on the bus route and main thoroughways of the Shilton Park Estate in Carterton.
3. In response to these concerns and in liaison with the local District Councillor, officers prepared a scheme of double yellow line restrictions (No Waiting at any time) covering junctions and other locations where parking was understood to restrict visibility and affect the free flow of traffic, particularly the estate bus service. In addition, Bus Stop Clearways were proposed to ensure that buses were able to wait at the kerbside. These initial proposals are shown at Annex 1.

Consultation

4. In March 2013 letters were sent to over 1500 households on the Shilton Park Estate and also to formal consultees. Public notices were also displayed on site and in the Witney Gazette. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Carterton Library. They are also available for inspection in the Members' Resource Centre.
5. A total of 42 responses (a less than 3% response) were received regarding the proposals which are summarised at Annex 2. Of those that responded 27 supported the proposals, 12 raised objections and 3 raised a query or needed clarification. Some residents requested additional restrictions. However, to include additional areas would have required further consultation which was not considered appropriate.
6. There were 3 main areas of objection, all of which concerned the following proposals for restrictions on Bluebell Way:
 - a) Double Yellow Lines on the complete lengths of both sides of the road between Monahan Way and the first roundabout;
 - b) Double Yellow Lines on the complete lengths of both sides of the road on the southernmost section to the rear of the shops;

c) Double Yellow Lines at the junction with The Oaks and Pear Tree Walk.
In addition one respondent objected in principle to any restrictions for the whole estate.
Thames Valley Police have no objections to the proposals.

7. Officers discussed these responses with County Councillor Neil Owen and it was agreed to consider amending the proposals to allow parking to remain on the northern side of Bluebell Way (between Monahan Way and the first roundabout) and to allow parking to remain on the southern side of the southernmost section of Bluebell Way between the rear entrance to the shops and Orchid Way.
8. The objectors were sent details of the revised proposals and invited to attend a meeting with officers and District and County Councillors. At that meeting the revised proposals were presented to the objectors who were then invited to further amend the proposals to the extent that would remove their objections. These further revised proposals involved reductions in the proposed restrictions on the section of Bluebell Way near Monahan Way, at the Willow Drive junction, at the rear of the shops and at the Pear Tree Walk junction. The result of all these amendments is shown at Annex 3. One person still objects in principle to the scheme.

Financial and Staff Implications (including Revenue)

9. The cost of the consultation has been met by the Area Stewardship Fund and the cost of implementing the final scheme will be met from S106 funds.

RECOMMENDATIONS

10. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed parking restrictions for Shilton Park Estate, Carterton as advertised and amended and as described in this report and shown at Annex 3 to it.**

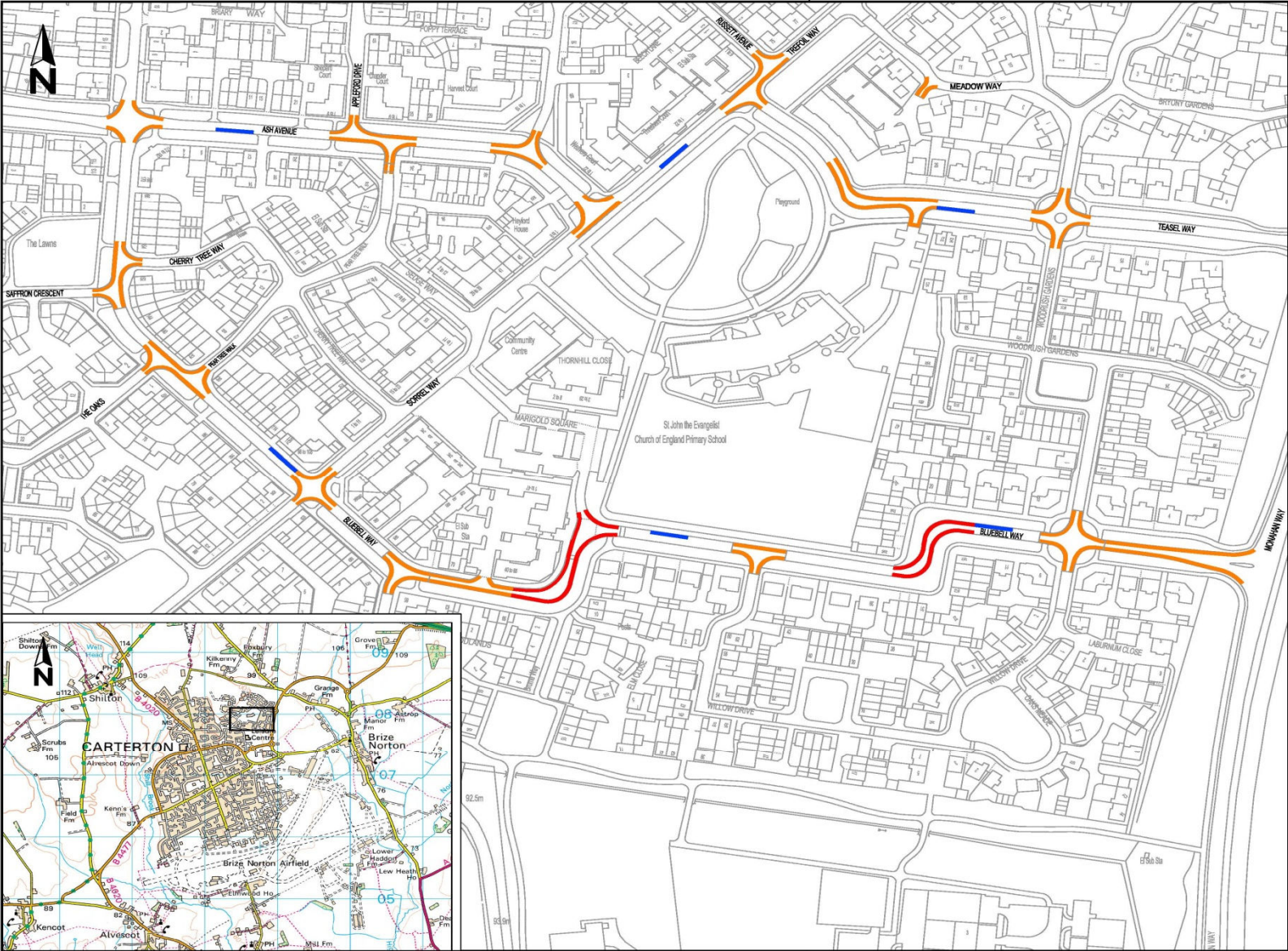
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

February 2014



Drawing No. ANNEX 1

Revision 1

Existing double yellow lines

Proposed double yellow lines

Proposed Bus stop clearway
7am - 7pm

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Rev.	Date	Description	By
1	15.02.13	Amendments to plan	JaC

OXFORDSHIRE
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Project title

CABINET MEMBER
FOR ENVIRONMENT
MARCH 2014

Drawing title

SHILTON PARK ESTATE
CARTERTON
PROPOSED RESTRICTIONS

Drawing Status

ISSUED FOR INFORMATION

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		
	Date drawn 15.02.13	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. ANNEX 1

Revision 1

RESPONSES TO CONSULTATION

	LOCATION	COMMENT	OFFICER RESPONSE
1.	Thames Valley Police	No objection to these proposals.	Noted.
2.	Carterton Town Council	Suggests a public meeting and asks if verge alterations are being considered.	Every resident on the estate was written to and consulted. Verge alterations are not part of this consultation.
3.	Resident, Bluebell Way	Do not object in total but has one objection to part of the proposal concerning the total length of DYL on Bluebell Way between Monahan Way and the first roundabout. Also suggests that the Bus Stop Clearway is re-located in this section and has concerns regarding the proposed extension of the School with no increase in on-site parking which will further exacerbate the congestion on the Estate.	Noted. The Proposal has been amended at Annex 3. The Bus Stop Clearway is proposed at the site of the existing Bus Stop. They have raised their objections to the School expansion as part of the planning process.
4.	Resident, Bluebell Way	Object the double yellow lines proposed at the beginning of Bluebell Way as parked cars slow traffic down compared to Teasel Way where DYLS are not proposed. Suggests a speed camera for Monahan Way.	The proposal has been amended at Annex 3. Teasel Way is wider than Bluebell Way. Referred to Road Safety Officers.
5.	Resident, Bluebell Way	We are very concerned with your proposal to put double yellow lines outside our house they have multiple vehicles and there will be a probable reduction in house values.	The Proposal has been amended at Annex 3 regarding this length of road at the beginning of Bluebell Way.
6.	Resident, Bluebell Way	Object to these unnecessary and un-proportional restrictions suggested in this proposal for the section of Bluebell Way from Monahan Way to Willow Drive.	The Proposal has been amended at Annex 3 regarding this length of road at the beginning of Bluebell Way.
7.	Resident, Bluebell Way	Concerns and objections to some of the proposed restrictions primarily about the proposed No Waiting at Any Time restrictions near the Bluebell Way/Monahan Way junction.	The Proposal has been amended at Annex 3 regarding this length of road at the beginning of Bluebell Way.
8.	Resident, Bluebell Way	I must object as a second vehicle has to be parked on the road.	The proposal has been amended at Annex 3 to allow additional parking along this length of road to the rear of the shops.

9.	Resident, Bluebell Way	We are a two-car family and need to park one car in the vicinity.	The proposal has been amended at Annex 3 to allow additional parking along this length of road to the rear of the shops.
10.	Resident, Bluebell Way	Extremely unhappy and perplexed at the proposed traffic restrictions. Need to park a second car to the front of their property where DYLS are proposed.	The property is practically opposite the entrance to The Oaks and parking there was not considered a safe alternative. However the proposal has been amended at Annex 3.
11.	Resident, Bluebell Way	Strongly object to the proposals on a number of grounds Convenience of needing parking by their front door as have a young family Safety as parked cars provide a barrier for children etc. Would require compensation for devalued property and questions the need for the number of Bus Stops.	The proposals are designed to improve road safety. It would be safer for motorists to see any children and not have them emerging between parked cars. However, the proposal has been amended at Annex 3. The Bus Stops already exist. New ones are not proposed.
12.	Resident, Bluebell Way	Needs to park a second vehicle to the front of their property.	The property is right on the corner at a junction and parking there was not considered a safe alternative. However, the proposal has been amended at Annex 3.
13.	Resident, Bluebell Way	Objections to the above proposed order generally against the restrictions reducing available parking and will certainly devalue the price of our property	The restrictions are designed to improve safety and assist the freeflow of traffic, which should make the Estate a more desirable place to live.
14.	Resident, Berryfield Way	Fully supportive of the restrictions and suggests restrictions at additional junctions.	Noted. Our initial Brief was to safeguard the junctions on the main thoroughways and the Bus Route and additional restrictions would require further consultation.
15.	Resident, Blackthorn Green	Support the proposed traffic restrictions plus cars park close to front door & would like DYL there	Noted. Additional restrictions would require further consultation.
16.	Resident, Bluebell Way	How happy we are to hear this news but concerned about lack of enforcement, displaced parking and driveway being blocked.	Noted. WODC are committed to the Scheme & will enforce. A white access protection marking may be appropriate.
17.	Resident, Bluebell Way	Wish to express our full support for the proposed traffic restrictions but would like the DYL extended to include the front of their property. Queried Bus Stop Clearway only on one side causing a blockage if cars park opposite.	Noted. Additional restrictions would require further consultation. The intention of the bus stop clearways is to ensure buses can wait at the kerb, any blockage would only be temporary

CMDE8

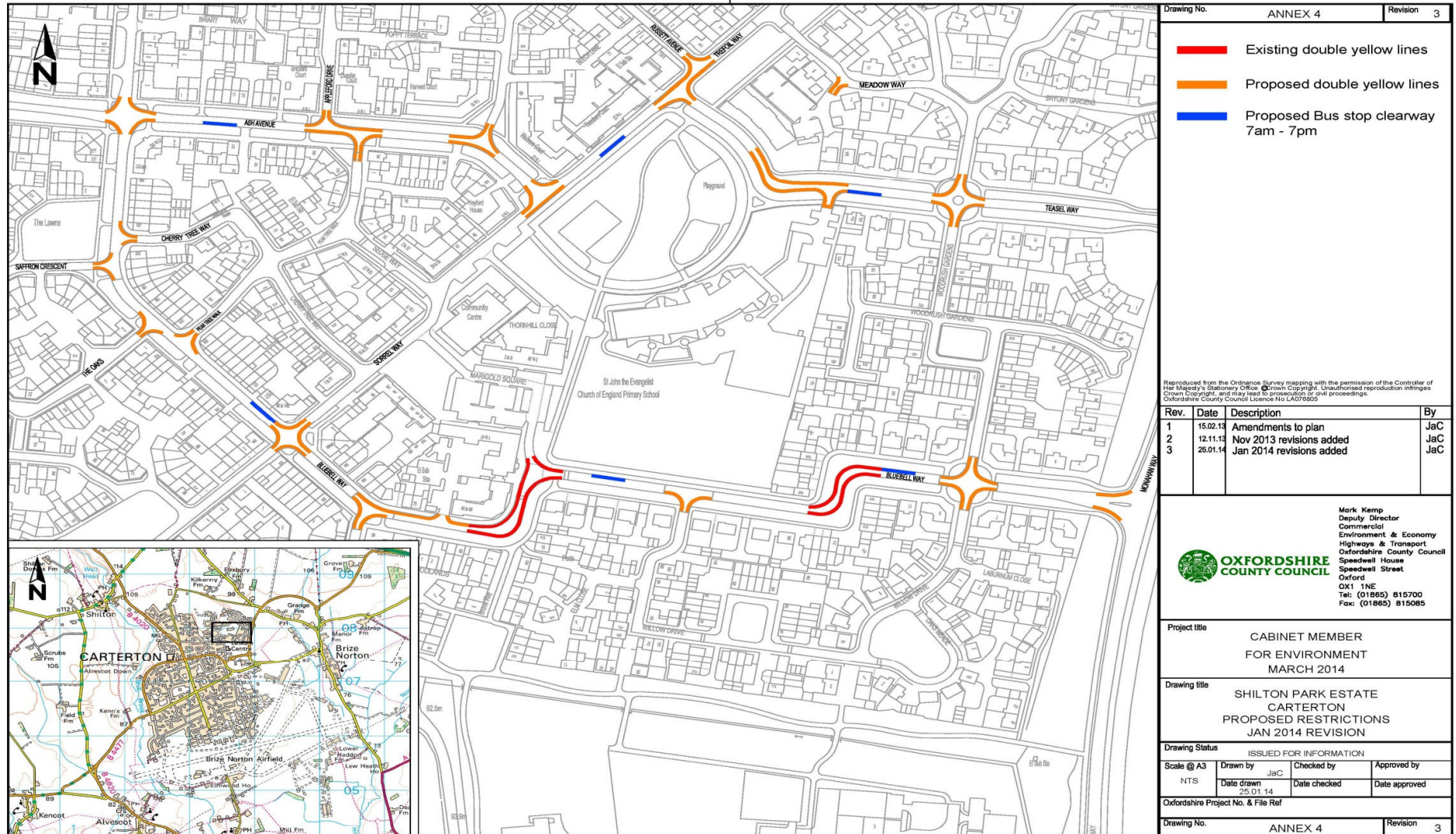
			while passengers board or alight.
18.	Resident, Bluebell Way	Would like to support all proposed double yellow lines and them being policed.	Noted. WODC will carry out enforcement.
19.	Resident, Bluebell Way	Generally we are in agreement with extending the double yellow lines plus we support the bus stop clearway would prefer it if you could extend the double yellow lines on the opposite side of the road.	Noted. Would not appear to be any traffic reason to justify this and additional restrictions would require further consultation.
20.	Resident, Bluebell Way	The proposed traffic restrictions are good, but miss a crucial piece cites safety reasons and suggests that it would make sense to have the double yellow lines the entire length of Bluebell Way.	Noted. The proposals would improve safety, but a balance has to be struck with still allowing some parking. Additional restrictions would require further consultation.
21.	Resident, Bryony Gardens	I wholeheartedly back the proposal.	Noted.
22.	Resident, Elmhurst Way	I think your proposals are long overdue and would like all junctions in Elmhurst Way included.	Noted. Our initial Brief was to safeguard the junctions on the main thoroughways and the bus route and additional restrictions would require further consultation.
23.	Resident, Elmhurst Way	Fully behind your scheme to implement parking restrictions on Shilton Park. Was promised there would be a ban on contractors (vehicles) parking on the roadside.	Noted. There may be this restriction in property deeds, but not it is not enforceable by OCC.
24.	Resident, Harvest Crescent	Pleased and relieved that something is going to be done on the main routes Requests DYs on the bend adjacent to their property.	Noted. Additional restrictions would require further consultation.
25.	Resident, Harvest Crescent	Suggests DYs on an additional Junction in Trefoil Way.	Our initial Brief was to safeguard the junctions on the main thoroughways and the bus route. Additional restrictions would require further consultation.
26.	Resident, Magnolia Way	Support the proposed traffic restrictions. Additional residents parking must be part of this proposal.	Noted. Cannot create additional off street parking. Residents should utilise existing provision.
27.	Resident, Marigold	I agree with the proposals. Have concerns about a recovery vehicle which parks close to the corner junction at Bluebell	Noted. We cannot restrict particular vehicles as part of these proposals.

CMDE8

	Square	Way	
28.	Resident, Oaks Meade	The proposals are very sensible and have covered most of the really dangerous parking and crossing points on the estate. Suggests some additional DYLS on Bluebell Way for safety	Noted. The restrictions as proposed would improve safety and a balance has to be struck with allowing some parking. Additional restrictions would require further consultation.
29.	Resident, Park View Lane	Fully concur with the proposal especially that for Bluebell Way. Assuming the roads on this estate have now been adopted suggests DYLS for additional junction areas. Suggests switching off certain pavement lighting to make savings.	Noted. Some roads on the periphery have still to be adopted. Our initial Brief was to safeguard the junctions on the main throughways and the bus route. Additional restrictions would require further consultation. Referred to Street Lighting Officers.
30.	Resident, Saffron Crescent	Fully support the new parking restrictions. Suggests additional DYLS in Saffron Crescent.	Noted. Additional restrictions would require further consultation.
31.	Resident, Tamarisk Crescent	Wholeheartedly agree with the proposal and requests DYLS adjacent to their property where there is no pavement and is an access road.	Noted. Additional restrictions would require further consultation.
32.	Resident, Teasel Way	Cars currently park at the proposed bus stop clearway on Teasel Way. Concerns about displaced parking blocking the road and suggests extending the DYLS.	The bus stop clearway will be enforced and will allow buses to wait at the kerb. Any possible blocking will only occur temporarily while passengers board.
33.	Resident, Teasel Way	The plan, as far as it goes, is excellent. Advocates DYLS along the entire length of Teasel Way and compares with Bluebell Way.	Noted. This would be too restrictive and outside our Brief. Additional restrictions would require further consultation. Teasel Way is wider than Bluebell Way.
34.	Resident, Trefoil Way	My husband and I fully support the proposed plans. Currently have safety concerns exiting their driveway	Noted.
35.	Resident, Weavers Court	Agree with the nature of the proposal but object to the bus stop clearway opposite Weavers Court as buses stopping at the stop currently cause an obstruction to exiting traffic.	Noted. The proposed bus stop clearway is not directly opposite this entrance and in fact it is felt that this clearway would regularise where the bus stops and actually assist the movement of traffic.
36.	Resident, Willow	Support the objectives fully.	Noted.

CMDE8

	Drive		
37.	Resident	Support for the proposed changes plus concerns about speeding traffic.	Noted. Referred to Road Safety Officers.
38.	Resident	Very pleased to receive the recent proposal but concerns about displaced parking and enforcement.	Noted. Restrictions would be monitored with a view to possible amendment or addition. Enforcement will be by WODC.
39.	Resident	Look forward to the planned parking restrictions but how will it be enforced.	Noted. WODC will carry out enforcement.
40.	Resident	The proposals are a good idea would be good to add some pedestrian crossings as well.	Noted. Referred to Road Safety Officers.
41.	Resident	Queries the date of a public meeting.	As above. Objections will be determined at a public meeting with Cabinet Member.
42.	Resident	Your proposed plans for improving the flow of traffic on this estate are most welcome Suggests DYLS on much more of the Bus Route	Noted. This would be too restrictive and a balance needs to be struck. Additional restrictions would require further consultation.



CABINET MEMBER FOR ENVIRONMENT– 27 MARCH 2014

CONSIDERATION OF OBJECTIONS TO EXPERIMENTAL TRAFFIC REGULATION ORDER – SHIPLAKE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections received following the introduction of an Experimental Traffic Regulation Order which introduced parking restrictions in the vicinity of Shiplake station.

Background

2. Concerns have been expressed over a number of years by Shiplake Parish Council and individual residents that parking by rail commuters was occurring in such numbers and locations that not only caused congestion and nuisance, but large vehicles were having great difficulty manoeuvring. Officers discussed with the Parish Council a number of different schemes for parking control and also options for funding. It was finally agreed that the best approach was to introduce restrictions only in the main part of the village, rather than across all roads which would remove all opportunity for commuter parking. The then Councillor for Shiplake (Councillor Peter Skolar) allocated some of his Area Stewardship Fund towards the cost of implementing these restrictions.
3. The need for urgent action was highlighted in summer 2012 when the operator of the school bus proposed that it was no longer safe for the coach to get along Station Road due to the narrowness caused by the parking and instead children would have to be picked up at the War Memorial. It was therefore agreed with the Parish Council that controls would be introduced through an Experimental Traffic Regulation Order which would allow early introduction of the necessary restrictions and give residents the opportunity to comment on their effect and appearance thereafter.
4. Restrictions implemented with the Experimental Traffic Regulation Order are shown at Annex 1; these have now been in place since September 2012.

Responses to the restrictions

5. Five responses have been received commenting on the effect of the restrictions. These are summarised at Annex 2 and are largely requesting

additional measures to deal with the effects of cars being displaced by the existing restrictions. Separately, a site meeting has been held with representatives of the Parish Council and Thames Valley Police to discuss the operation of the restrictions and the views of the local community regarding their effectiveness. At that meeting it was agreed that it was desirable that the Experimental Order be continued and made permanent, and that some minor additions (as shown at Annex 3) should be considered. If implemented, these will deal with some of the points raised; others can be addressed by the use of informal access protection markings.

6. In the light of the responses received and the views of the Parish Council, it is recommended that the Experimental Traffic Regulation Order is confirmed and that formal consultation take place to introduce the minor additions shown at Annex 3, subject to the consideration of any objections received.

Financial and Staff Implications (including Revenue)

7. The costs of this project have been met from the Area Stewardship Fund.

RECOMMENDATION

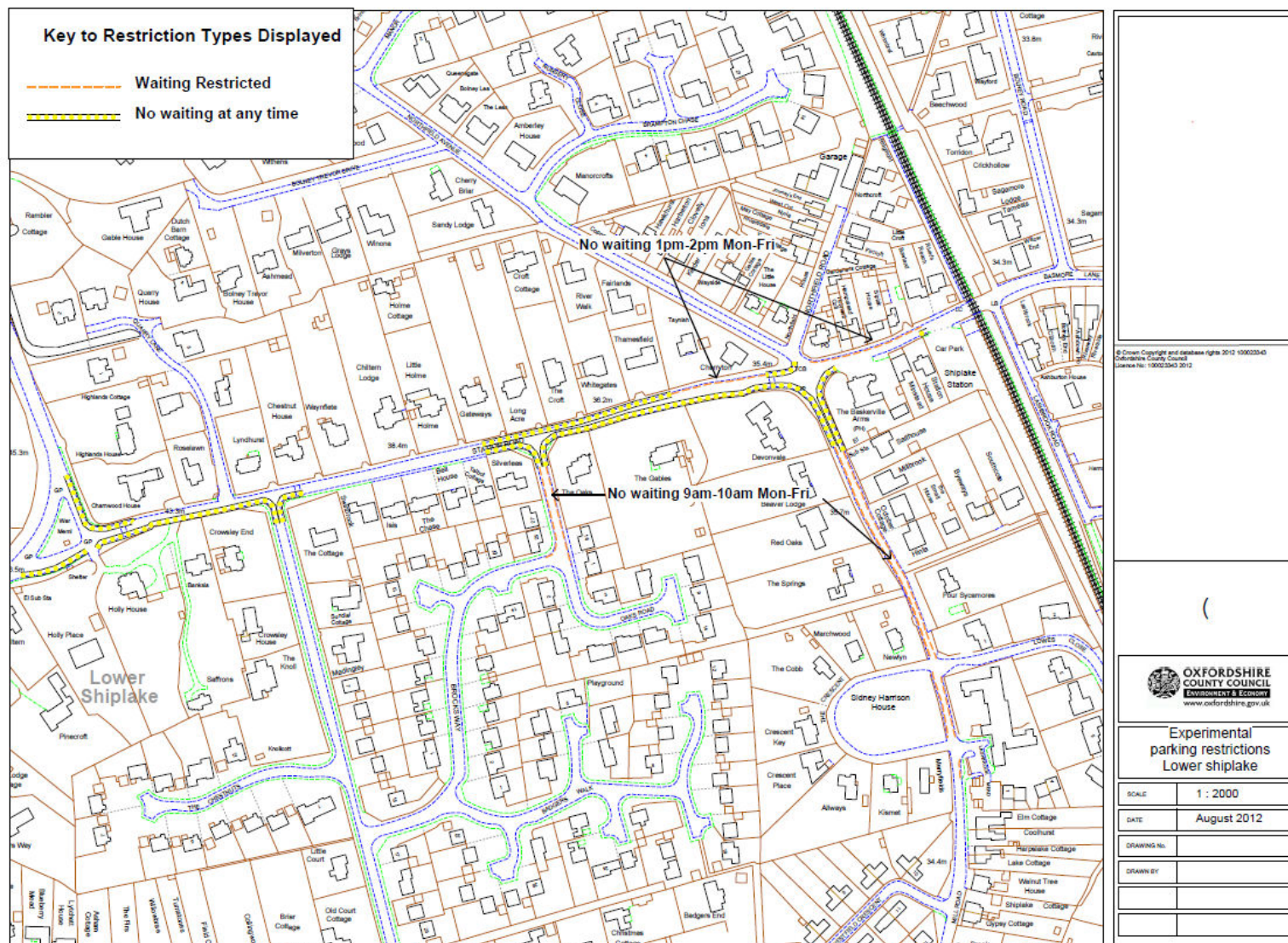
12. **The Cabinet Member for Environment is RECOMMENDED to:-**
 - a) **approve the making of a permanent traffic regulation order for the parking restrictions in Shiplake that were the subject of the Experimental Order;**
 - b) **instruct officers to carry out formal consultation on the proposed minor additions as set out in this report and to report the results of that consultation to a future meeting.**

MARK KEMP
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

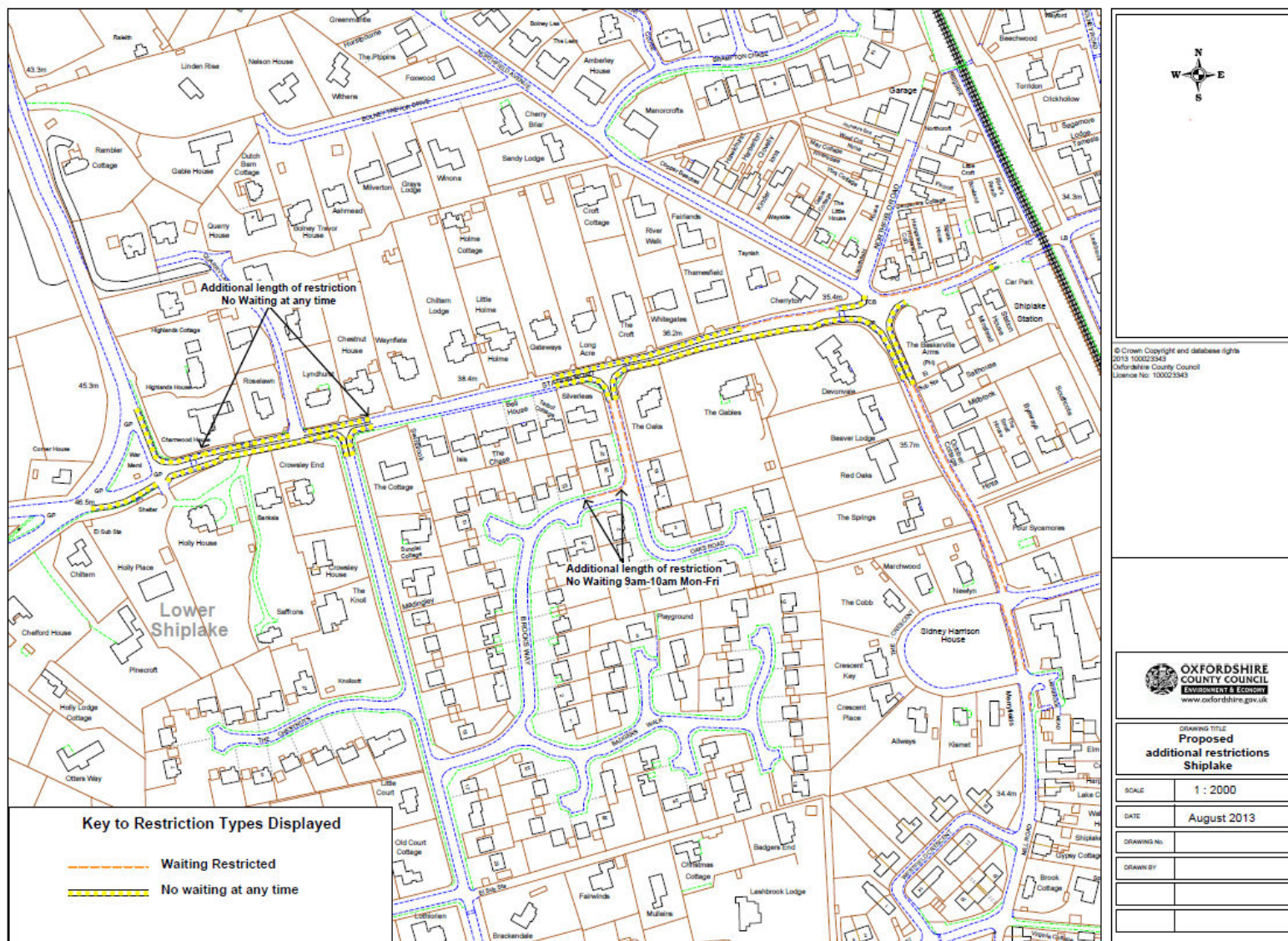
March 2014



RESPONSES TO CONSULTATION

RESPONDENT	COMMENT
Two residents of the central section of Station Road, Shiplake	The restrictions in place on parts of Station Road have simply moved the commuter parking away from the section nearest the station and it now takes place on the section between Brocks Way and Crowsley Road. This has made it difficult for residents reversing off driveways as visibility is reduced and traffic restricted to a single lane. Suggests that a 1-hour restriction is applied on each side of the road to prevent commuter parking but still allow visitors to park at other times
Two residents of the central section of Station Road, Shiplake	The restrictions in place on parts of Station Road have simply moved the commuter parking away from the section nearest the station and it now takes place in the remainder of Station Road. This has created blockages outside properties between Brocks Way and Crowsley Road, made it difficult for residents reversing off driveways as visibility is reduced by parking on both sides of the road and made it dangerous for children to cross the road due to reduced visibility. Suggests that a 1-hour restriction is applied on each side of the road to prevent commuter parking.
A resident of the central section of Station Road, Shiplake	The new restrictions have divided residents of Station Road into those who have the yellow lines and those who have the commuter parking; for the latter there are problems egressing driveways due to parking being too close. Markings are needed at each driveway to keep them free of parking.
A resident of Shiplake	Suggests that there should be some relaxation in the restrictions at the eastern end of Station Road to allow some commuter parking there and thus reduce the pressure on other parts of the road. Suggests that commuter parking is allowed on one side of Brocks Way – the current restrictions are excessive and allowing commuters to park here will reduce the pressure on Station road. Suggests there could be a reduction in the length of restriction on Station Road opposite Brocks Way.
Several residents of Oaks Road, Shiplake	Object to the Experimental Traffic Regulation Order as it is incomplete and inconsistent with respect to the objectives and inevitable displacement effects which causes potential hazards and road restrictions

ANNEX 3



Division(s): Witney South and Central

CABINET MEMBER FOR ENVIRONMENT – 27 MARCH 2014

PROPOSED PARKING RESTRICTIONS BURFORD ROAD/MOOR AVENUE, WITNEY

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections received in the course of the statutory consultation on a proposal to introduce waiting restrictions on Moor Avenue and Burford Road in the vicinity of Tower Hill Community School.

Background

2. A contribution for introducing waiting restrictions in this area was obtained from developers of adjacent land in view of concerns over the dangers posed by cars parking close to the junction of Burford Road (including the service road) and Moor Avenue, in particular at school journey times given the parking related to the adjacent Tower Hill Community Primary School.
3. A consultation on more extensive proposals for waiting restrictions was carried out in June and July 2013 but in view of the responses received, revised proposals – comprising more limited lengths of road where waiting restrictions are proposed – were prepared. Following discussions on these with County Councillor Price, Tower Hill Community Primary School and the Police, it was agreed to take these to public consultation. These proposals are shown at Annex 1.

Consultation

4. The consultation on the revised proposals was carried out between 9 January and 7 February 2014. Details of the proposals were sent to properties within the vicinity of the proposed restrictions and also to formal consultees. Public notices were also displayed on site and in the Oxford Times. These documents, together with supporting documentation and plans were deposited for public inspection at West Oxfordshire District Council Town Centre Shop, Witney Library, and County Hall. They are also available for inspection in the Members' Resource Centre.
5. Three objections were received from residents of Burford Road and Moor Avenue which are summarised at Annex 2. One objection related to a concern that the proposals would lead to a displacement of the parking resulting in significant inconvenience for residents of the Burford Road service road in particular. A related concern was that the proposals should either include waiting restrictions on the full length of the Burford Road service road, or none at all, on the grounds that the plans did nothing to address the present

problems and could risk aggravating them by displacement. The last objection, however, was on the grounds that parents should not face further difficulties in dropping off or picking up children from the school, and that the school time congestion was of very short duration.

6. A further respondent supported the proposals but raised wider concerns about obstruction and damage to verges in the vicinity. Thames Valley Police have not objected and the proposals reflect the outcome of a site meeting held between officers, police, the local member County Councillor Laura Price and a representative of the school.
7. In response to the points raised by the objectors it is considered that the reduced extent of the proposals strikes a reasonable balance between the desire to keep parked cars away from the areas where children cross to access the school and the need to avoid creating further problems from nearby residents.

How the Project supports LTP3 Objectives

8. The proposals would help reduce the risk of accidents and improve road safety.

Financial and Staff Implications (including Revenue)

9. Full funding for the proposal has been secured from a section 106 agreement from the developers of adjacent land. The appraisal of the proposals and consultation has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

10. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of parking restrictions on Burford Road/Moor Avenue, Witney as advertised and set out in this report.**

MARK KEMP

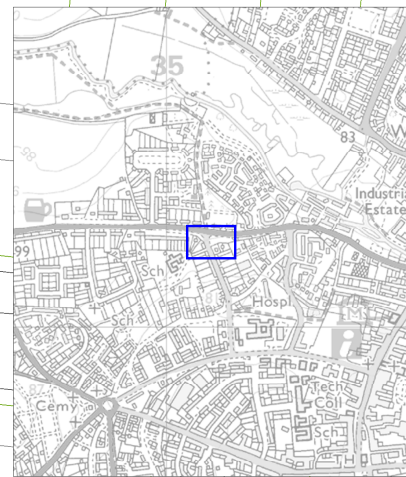
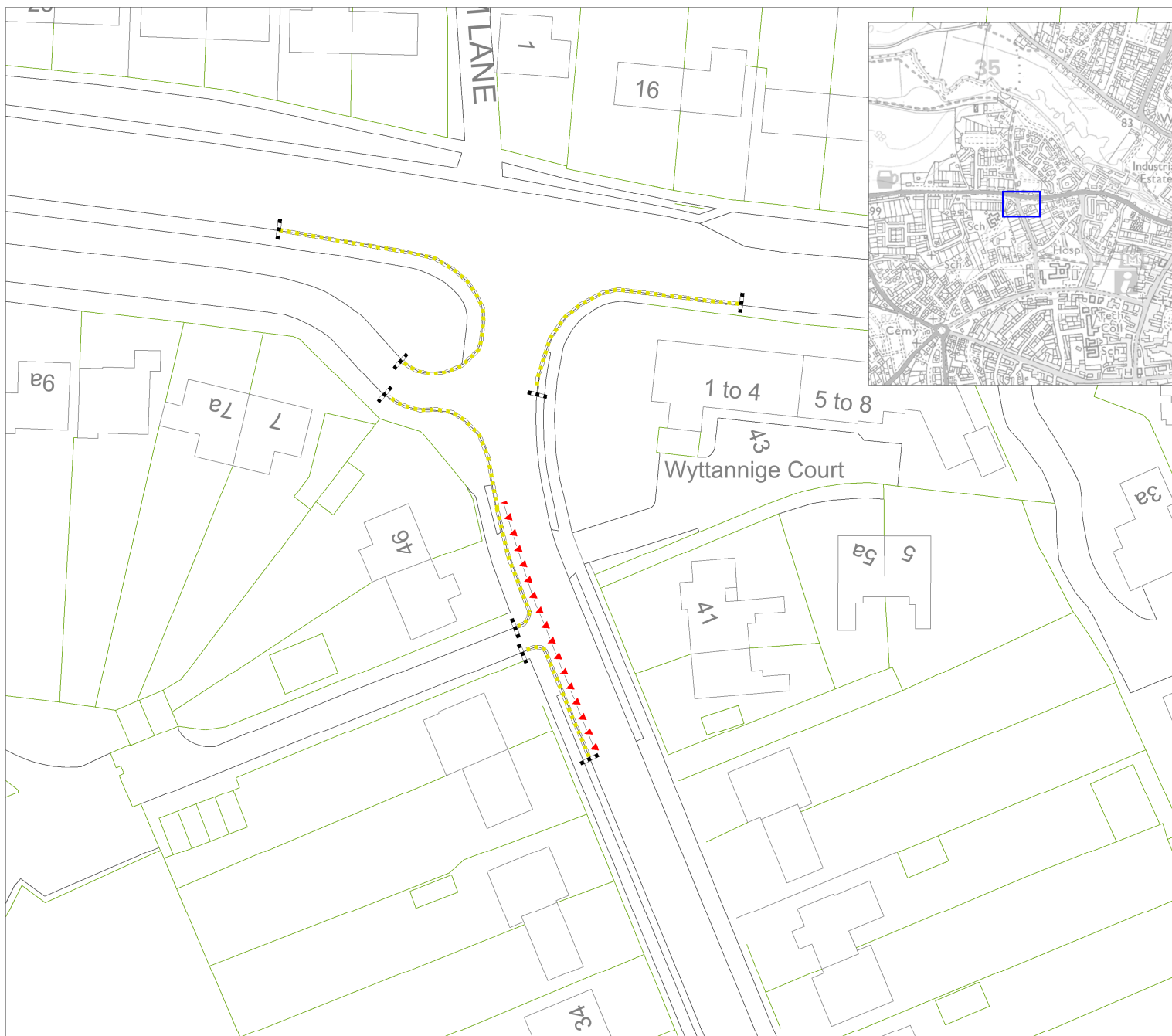
Deputy Director of Environment & Economy (Commercial)


Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 323364

March 2014

ANNEX 1



Drawing No.		Revision 1	
<p>Proposed double yellow lines</p> <p>Proposed end point of double yellow lines</p> <p>Existing school 'Zig-Zag' lining (to remain)</p> <p>Site Location</p>			
<p>Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2013. 100023343</p>			
		<p>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 615700 Fax: (01865) 241577</p>	
<p>CABINET MEMBER FOR ENVIRONMENT 27 MARCH 2014</p>			
<p>MOOR AVENUE, WITNEY PROPOSED PARKING RESTRICTIONS</p>			
Drawing Status			
Drawn by: CJM		Checked by:	Approved by:
Date drawn: 14/02/2014		Date checked:	Date approved:
Drawing No.		Revision 1	

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	OFFICER RESPONSE
Thames Valley Police	Following a site visit with local councillors and OCC, residents' concerns about parking controls adjacent to frontages and entrances is reflected in these amended proposals. The shortened section into the Burford Road service road together with extended sections to cover the main A40 junction areas are understood. The school informal zig zag markings are also included appropriately. Thames Valley Police have no further comment or objections to the proposals.	Noted.
Resident Burford Road	<p>By putting double yellow lines in place you will just be moving the problem further up the road. We suffer from really inconsiderate parking when parents collect children from Tower Hill School resulting in residents not being able to access or leave their properties during this time and getting abusive insults from parents who are waiting to collect their children from school.</p> <p>This is a particular concern as it will likely result in parking on Burford Road that will obstruct access for special schools transport for my son with the potential to cause him and myself great distress; another nearby resident will face the same potential difficulty.</p> <p>Either put double yellow lines up all the road or leave as it is. Please do not make the situation any worse by pushing the problem along the road.</p>	<p>It is considered that the reduced extent of the proposals strikes a reasonable balance between the desire to keep parked cars away from the areas where children cross to access the school and the need to avoid creating further problems from nearby residents.</p> <p>Whilst only advisory, White Access Protection markings can be very effective in keeping driveways clear in situations such as this.</p>
Resident Burford Road	We are extremely disappointed in your proposed new set of plans for the parking in our cul de sac. The first set of proposed double yellow lines were better than your second effort, which has left us all mystified as to	The earlier proposals received a greater number of objections from residents than these revised

	<p>why you reduced the double yellows to allow more thoughtless parking of school parents cars in the cul de sac.</p> <p>This new proposal does nothing to cure the obstructive parking that goes on further up in the close, the parking over our driveways, the parking in the turning circle at the end and the abuse of parents to residents. All you are doing is curing the parking around the junction but pushing the problem further into our road. This parking restriction does us no favours whatsoever and none of our complaints have been taken into account. The speeding vehicles that race past our houses to the turning circle and then race back to get a space as near to the school as possible is a hazard and danger not only to the residents but to the parents and their children. If you dare say anything you get a mouthful of abuse. You have appeased the school parents by letting them still park wherever they want, and you have done nothing for the residents who live in amongst it all.</p>	<p>proposals have.</p> <p>These proposals focus on keeping parked cars away from the areas where children cross to access the school.</p> <p>Whilst only advisory, white access protection markings can be very effective in keeping driveways clear in situations such as this.</p>
Resident Burford Road	<p>Objection on grounds that parents need to drop off and pick up their children from the school. Parents having to park further away would have to unload their younger preschool children, just to take their school child a few 100 yards up the road to school. This would be very stressful for parents and cause unnecessary hardship. Not aware of any accidents at this junction and the congestion that the school run causes is only for a very short while in the morning and after school.</p>	<p>The proposals are intended to keep parked cars away from the areas where children cross the road to access the school.</p>
Resident Moor Avenue	<p>The planned proposal of double yellow lines at the Burford Rd, Moor Ave is an excellent idea but regulations are of little use if they are not enforced. There is chaos when the school day starts and ends.</p> <p>Would consideration be given to the placing of some posts or bollards on the corner near No. 46 to prevent vehicles blocking the kerb and parking on this pavement?</p>	<p>Noted.</p> <p>The parking restriction applies to the footway as well as the carriageway so bollards should not be required, but this will be kept under review.</p>

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CMDE11

Divisions: Grove and Wantage, Henley-on-Thames

CABINET MEMBER FOR ENVIRONMENT– 27 MARCH 2014

PROPOSED DISABLED PERSONS PARKING PLACES VALE OF WHITE HORSE AND SOUTH OXFORDSHIRE DISTRICTS

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections received as a result of a formal consultation on proposals to introduce one new Disabled Persons' Parking Places (DPPP) in the Vale of White Horse and remove three DPPPs no longer required in South Oxfordshire.

Background

2. The report considers the proposed provision of a new DPPP in Orchard Way, Wantage as a result of a request by a disabled badge holder for a parking place near their home; the proposed location is shown at Annex 1. Also the proposed removal of existing DPPPs which are no longer required in Harpsden Road, New Street, and Station Road in Henley (locations shown at Annex 2). This report considers the outcome of a formal consultation held on the proposals; other proposals advertised at the same time were unopposed and have therefore been dealt with under the Deputy Director's delegated authority to avoid unnecessary delays to applicants.

Formal Consultation

3. Oxfordshire County Council sent a copy of the draft Traffic Regulation Orders, statement of reasons, and a copy of the public notice appearing in the local press, containing all the proposed parking place changes to formal consultees on 12 December 2013. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall, South Oxfordshire, and Vale of White Horse District Council Offices. They were also deposited at Henley and Wantage libraries and are also available for inspection in the Members' Resource Centre. At the same time, the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site and in the Oxford Times.
4. One objection has been received in respect of the proposed DPPP in Orchard Way, Wantage. A nearby resident has stated that the road is narrow and if a DPPP is installed on other side of road nearby then they

will have nowhere to park their car. In addition the applicant appears to be able to walk some distance.

5. In response, it is agreed that the road is narrow and parking generally only takes place on one side but it is on the side that the DPPP is proposed to be placed. On the question of eligibility, the applicant has a current blue badge and receives the higher rate Disability Allowance for mobility.
6. There have been no responses from residents to the proposed removal of spaces in Harpsden Road, New Street, and Station Road, Henley. However, the matter was to be discussed at a meeting of Henley-on-Thames Town Council. As the results of that meeting were not available at the time of writing they will be reported orally.

Financial and Staff Implications (including Revenue)

7. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose.

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed DPPP changes as set out in this report.**

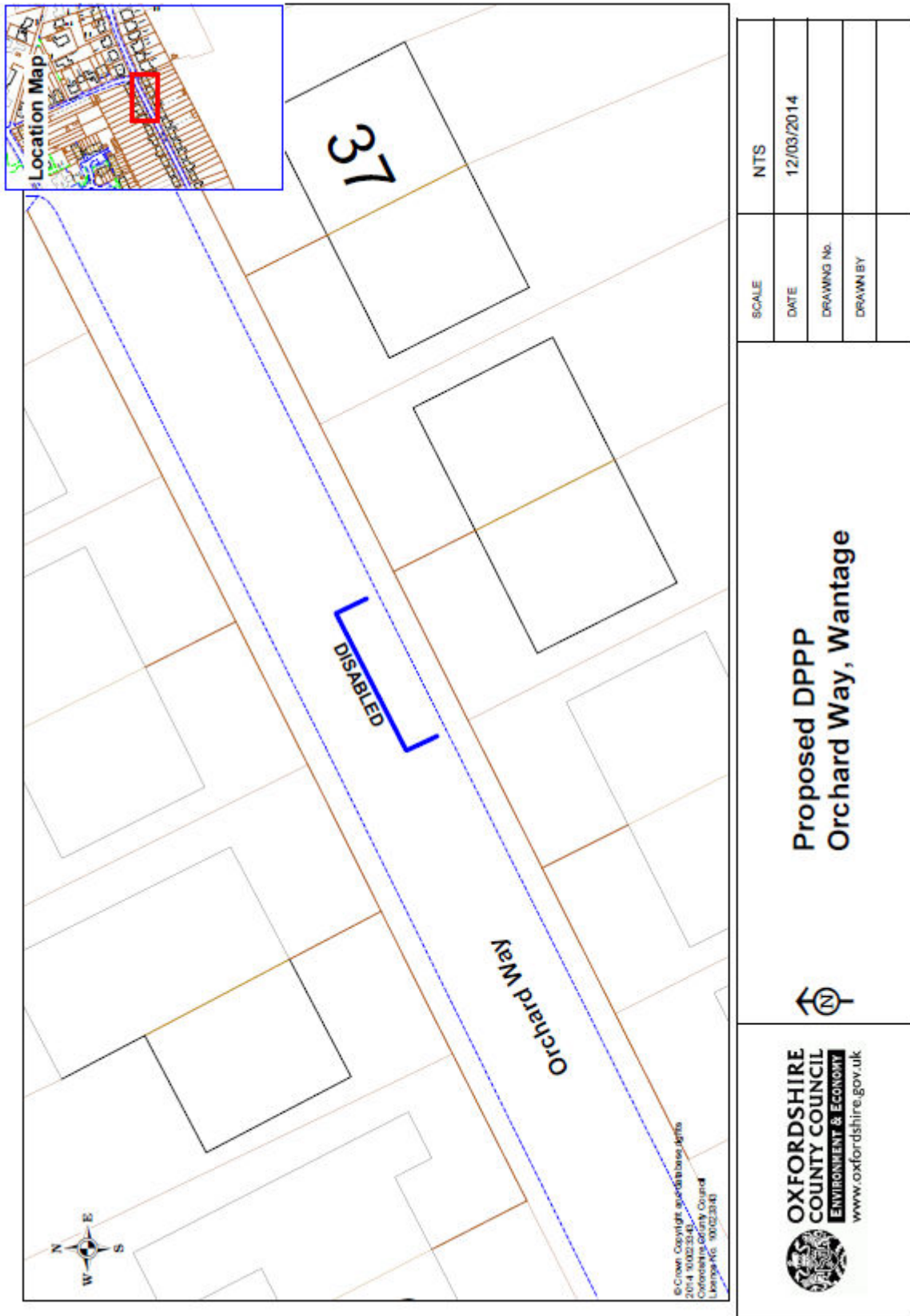
MARK KEMP

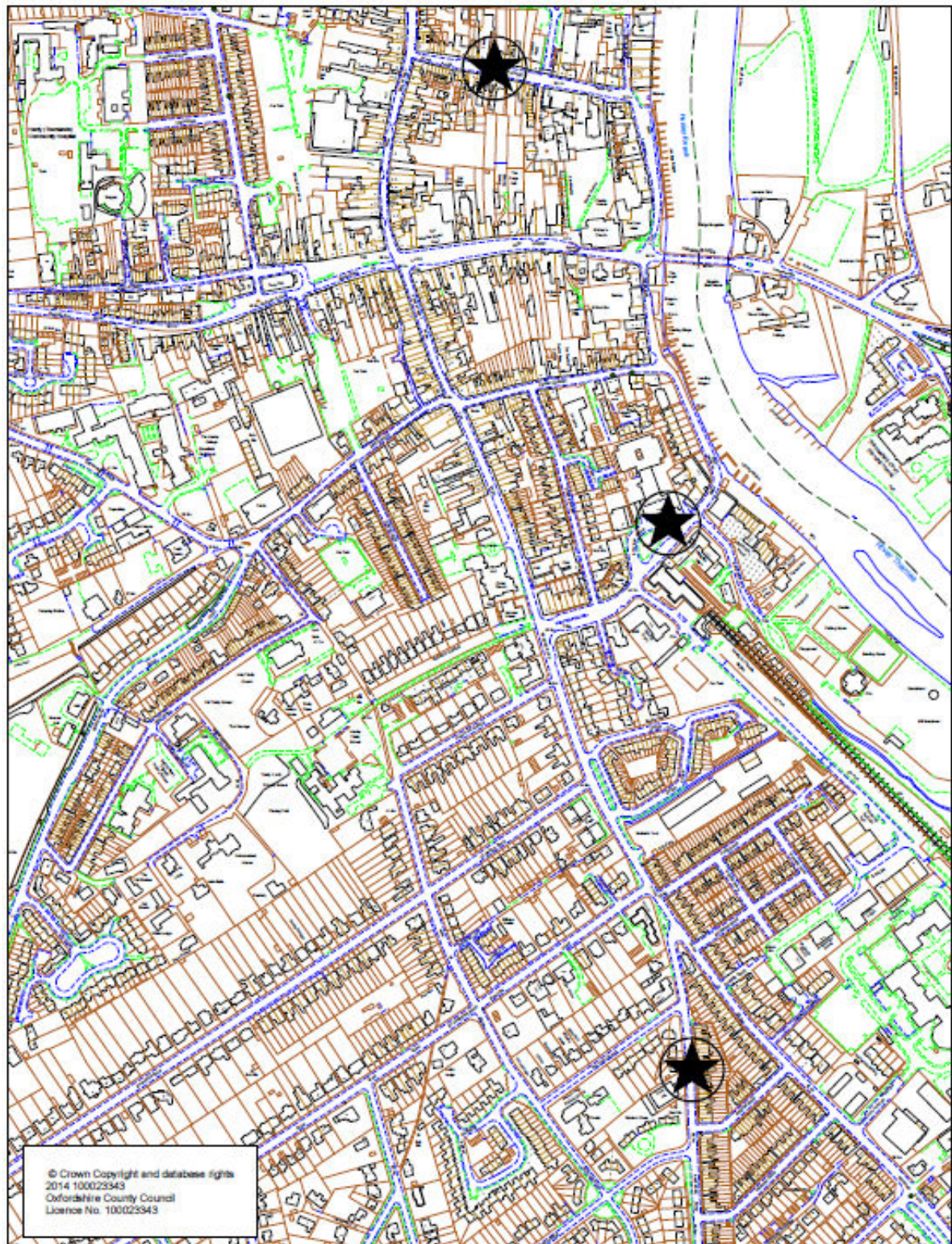
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

March 2014





**OXFORDSHIRE
COUNTY COUNCIL**
ENVIRONMENT & ECONOMY
www.oxfordshire.gov.uk

LOCATIONS OF DPPPs FOR REMOVAL HENLEY-ON-THAMES

SCALE 1 : 5000

DATE 03/2014

DRAWING No.

DRAWN BY

Division(s): All

CABINET MEMBER FOR ENVIRONMENT –27 MARCH 2014

BUS SERVICE SUBSIDIES

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. Subsidised bus services mostly in the Witney, Woodstock and Chipping Norton area are due for review and, unless stated otherwise, tenders have been invited for new contracts. Most will run from Sunday 1 June 2014 until Saturday 30 May 2020, though some will be of shorter duration. This report and associated Annexes deals with:
 - (A) Contract awards following the review of subsidised bus services in the Witney, Woodstock and Chipping Norton area.
 - (B) Contract awards for other bus subsidy contracts elsewhere in the county.
2. Background information on items A and B above is included at Annex 1, together with a summary of the relevant points from the responses received through local consultation. Detailed information relating to the main County Council subsidy contracts is also included at Annex 1 for each service, while any more general issues relating to specific services are discussed in the main body of the report.
3. Tender prices obtained for contracts specified in paragraph 1 are contained within Supplementary Exempt Annex 2.

Reasons for Exempt Annex

4. This item should be considered in exempt session because its discussion in public might lead to the disclosure to members of the public present of information relating to the financial or business affairs of any particular person (including the authority holding that information) as a result of discussions between Oxfordshire County Council and/or other local authorities and organisations.
5. The tender prices contained in Supplementary Exempt Annex 2 must be treated as strictly confidential since they relate to the financial and business affairs of the operator. All prices must be treated as strictly confidential until such time as the decision meeting decides whether or not to provide financial support for each service. Revealing operators' prices before then would prejudice the County Council's position if tenders or propositions had to be sought again for any of the services. Prices will remain confidential after the date of this meeting for 10 days (until Monday 7 April) under the 'standstill' period specified in the Public Contract Regulations 2006 and by EU procurement legislation.

Subsidy Prices

6. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annex 2 together with

recommendations. The overall impact on the Public Transport budget will not be known until tenders have been evaluated.

7. If further support for any contract is not agreed at the meeting on Thursday 27 March 2014 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 31 May 2014.

Exemption from Call-in

8. On 10 January 2006 Council agreed an amendment to the Constitution which means that the County Council's call-in procedure should not apply to any decision on the letting of a contract arising from termination of an existing contract if the time available is such that allowing for call-in would result in service discontinuity, provided that all members of the relevant Scrutiny Committee had been informed of the circumstances of the decision to be made and had had an opportunity to make representations to the decision maker about it. Since existing subsidy contracts will inevitably end on 31 May 2014, the effect of any call-in would be to prevent introduction of any replacement contracts, thus resulting in complete withdrawal of the services concerned and a consequent service discontinuity. The 10 January 2006 amendment therefore applies.
9. With regard to that provision, local members will be advised of the recommended contract awards at least one week before the date of this meeting, which will allow them the opportunity to put their comments in writing or arrange to speak at the meeting.
10. The above arrangements are separate from the provisions of the European Union procurement legislation and the Public Contracts Regulations 2006, both of which require a 10 day 'standstill' period for contractors who have any grievance with regards to the tender awards or processes. Successful tenderers will be advised of the outcome as soon as possible after the meeting so that they will be in a position to register services with the Traffic Commissioners before the end of the 10 day period if necessary. Because of this it will not be possible to disclose any information to the public in respect of the tender awards until before Monday 7 April 2014 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Financial Position – for the 2014/15 financial year

11. The funding available in the County Council's bus subsidy budget is as follows:

Bus Subsidy Budget	£2,664,491
Rural Bus Subsidy Grant (RBSG)	£1,866,951
Total	£4,531,442

The combined budget total of £4,531,442 represents an increase of £131k from the 2013/14 budget.

12. Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £589k of income from developer, partnership and other local authorities (for cross boundary routes). All of these other sources of funding are dedicated to specific services and are not available for general bus subsidy. The value of any of these other

sources of funding is therefore already taken into account in any references to the subsidy cost to the Council of the services concerned.

Financial Position – Witney, Woodstock and Chipping Norton Review

13. The current annual net cost to the bus subsidy budget of the contracts under review is approximately £1.2million. Where external contributions benefit contracts under review, details are reported in Supplementary Exempt Annex 2.
14. Budgetary pressures have prevented the exploration of significant enhancements to subsidised bus routes for some time (unless paid for by external funding sources). It is not expected to be possible to meet requests for, for example, new evening and Sunday services, although some such requests were received during the consultation exercise. However, it may be possible to meet one or two requests for new services provided by small diversions, extensions or additional journeys so long as they can be achieved at minimal additional cost or via external funding (for example from Section 106 agreements).

Contract Numbering

15. Contracts have been given a letter code in the first column of each Annex (and also in any references to the service within this report) and members are recommended to use this code for the purposes of cross-referencing. Existing service and contract numbers are mentioned, for members' information only, in the service descriptions. Both service and contract numbers may change following the award of new contracts.

A Review of Subsidised Bus Services in the Witney, Woodstock and Chipping Norton area

Background

16. Subsidised bus services in the Witney, Woodstock and Chipping Norton area are due for review and, unless stated otherwise, tenders have been invited for new contracts to run from 1 June 2014 until 30 May 2020. The standard contract length for tendered routes is six years as a result of revisions to the area review schedule for subsidised bus services.
17. Details of all of the services concerned together with information on the present subsidy cost and patronage data are contained in Annex 1 Section A. A full consultation exercise was conducted between September and November 2013 and details of any comments received are summarised under the respective contract headings in Annex 1. It was made clear at the beginning of the consultation process that significant improvements were likely not to be possible at this time. However, prices have been sought for some route diversions or other realistic enhancements where feasible, although the size of the review area and the resulting increase in the number of responses received dictates that it has not been possible to explore all suggestions made.

Consultation during review

18. Extensive consultation has been conducted during the course of this review and a significant number of responses were received. A brief summary of the comments is set out in each item detailed within Annex 1. In addition, public meetings were held

in Witney and Chipping Norton in October 2013 to which all consultees were invited and at which various proposals were outlined and comments received and discussed.

19. This review has also utilised Oxfordshire County Council's Consultation Portal as a means of attracting comments from local residents. In practice many comments reflected those of other consultees or simply asked that a bus service should be retained: individual comments have not been included in Annex 1 where this is the case, but officers have taken on board any such responses.
20. Local Members have been advised in writing of recommendations affecting their Divisions at least one week before the meeting that considers this report, and their written comments sought. Any responses received are included as an appendix to Supplementary Exempt Annex 2.

Considerations in review process

21. A number of factors have had to be taken into consideration during the course of the review. These include:-
 - (a) Entire or partial commercial declarations by operators
 - (b) 'De minimis' prices sought
 - (c) Cross-boundary issues relating to operations within the Swindon Borough Council and Gloucestershire County Council administrative areas
 - (d) Home to School Transport: carriage of students on scheduled bus services
 - (e) Exploration of other methods of transport provision in the review area as part of the Supported Transport Project

a – Entire or partial commercial declarations by operators

22. Commercial journeys are those which operate without any subsidy. All existing contractors were approached early in the review regarding the declaration of any route or section of route currently supported by the County Council that could be continued without subsidy (i.e. commercially).
23. The following commercial declarations have been received for entire services, for which it is anticipated that significant ongoing subsidy will not be required (aside from 'de minimis' payments for specific journeys or coverage of individual communities which are not included within the commercial declarations):
 - Service 11: Witney – Freeland – Eynsham – Oxford (see Item A in annexes)
 - Services 213/214/215 (Witney Town Services: see Item F in annexes)
 - Service 233 (Witney – Burford – Milton-u-Wychwood – Shipton-u-Wychwood: see Item G in annexes)
 - Service 242: Witney – Long Hanborough – Woodstock (see Item I in annexes)
24. Details of the effect on service provision of the commercial declarations described above are contained in Supplementary Exempt Annex 2, along with financial information relating to 'de minimis' payments negotiated to ensure continuation of the current level of service as much as is practical and any resulting cost savings.

b – ‘De minimis’ prices sought

25. Previous reviews have usefully employed ‘de minimis’ contracts as a means of securing enhancements or extensions to existing commercial services by negotiation with the incumbent operator, without the need to tender competitively. The total value of ‘de minimis’ contract awards is now considerably lower than the specified limit of around 25% of the total bus subsidy budget and, as a result, it has been possible to usefully employ ‘de minimis’ agreements to enhance some services which have been declared partially commercial to a level that ensures appropriate continued provision for the communities served by them.
26. Partial commercial declarations were received for the following services, for which ‘de minimis’ agreements have been negotiated for continuation of broadly the current level of service:
 - Service 23A: Steeple Aston – Tews – Chipping Norton (see Item N in annexes)
 - Service 243: Combe – Stonesfield – Leafield – Witney (see Item O in annexes)
27. Details of future ‘de minimis’ or tender prices received for the above contracts along with proposed methods of award for each contract will be contained under the relevant item headings in Supplementary Exempt Annex 2.

c – Cross-boundary services

28. The current contract for service 64 (Carterton – Lechlade – Highworth – Swindon: see Item D in annexes) has benefitted from contributions from Swindon Borough Council (for coverage of some areas of the Swindon urban area) and Gloucestershire County Council (for serving St John’s Priory Caravan Park and providing peak journeys and an enhanced daytime service from Lechlade to Swindon in conjunction with Gloucestershire’s subsidised service 74).
29. Swindon Borough Council terminated its contribution to service 64 in January 2014. Officers decided to retain the existing route via the Gorse Hill and Kingsdown areas of Swindon until the conclusion of the current contract, but to withdraw the service from these areas from June 2014 as a result of the removal of funding for their coverage. Operating via the resulting more direct route will improve timekeeping and reduce mileage and may make the service more attractive to potential tenderers.
30. Gloucestershire County Council has indicated its willingness to continue to contribute to service 64 to maintain the current level for service between St John’s Priory Caravan Park, Lechlade and Swindon. Details of any ongoing contribution toward service 64 from this authority will be detailed within Supplementary Annex 2.

d – Home-to-School Transport – existing arrangements for carriage of students on scheduled bus services

31. Service 233 (Witney – Burford – Milton-u-Wychwood – Shipton-u-Wychwood: see Item G in annexes) currently fulfills Home-to-School contract 1504 as part of the public bus timetable. A double-deck vehicle is scheduled to operate specific journeys and provide appropriate seating capacity for the volume of students travelling between Shipton-u-Wychwood and Milton-u-Wychwood and Burford School. The contract cost benefits from a contribution from the Home-to-School transport budget for the cost of providing a larger vehicle.

32. Route 233 will be operated commercially from June 2014 with smaller capacity vehicles but at an increased hourly frequency rather than every 90 minutes at present. The commercial operator has indicated that they are unable to provide suitable capacity for the flow of students currently being transported. As a result the contract will be re-tendered on a 'stand-alone' basis without connection to the public bus service. Provision for non-student bus passengers who currently travel on the affected journeys will continue via the newly-commercialised service 233 at broadly the current times.

e – Exploration of other methods of transport provision in the review area as part of the Supported Transport Project

33. Several opportunities for the carriage of schoolchildren on subsidised bus routes have been explored as part of the review process as 'pilot' schemes. Where potential synergies have been identified, options have been added to the relevant tender specifications to enable prices to be submitted for the services both with and without carriage of students, enabling comparison with existing contract prices for the 'stand-alone' Home-to-School contracts.
34. The contracts where potential for the carriage of schoolchildren have been identified are as follows:
- Service X8: Kingham – Chipping Norton (See item R in annexes)
 - Service X9: Witney – Charlbury – Chipping Norton (See item T in annexes)

Full details of the financial implications for both the Home-to-School and Bus Subsidy budgets of adding students to subsidised bus routes will be included under the relevant Item headings in Confidential Annex 2.

35. In addition, the operator of the commercialised 233 service (Witney – Burford – Milton-u-Wychwood – Shipton-u-Wychwood: see Item G in annexes) has expressed an interest in carrying schoolchildren from Churchill to and from Chipping Norton School. The Home-to-School transport budget would pay the operator for bus passes for each child to be transported. Although no saving to the Bus Subsidy budget will result, the resulting income will help to underpin the commercial viability of the bus service while also generating a potential saving to the Home-to-School Transport budget.
36. Details of the financial implications of the above proposals will be contained in the relevant items within Supplementary Annex 2.

Oxford Low Emission Zone

37. The tender specifications for service 11 (Witney – Eynsham – Oxford: see Item A) and service 18 (Bampton – Eynsham – Oxford: see Item B) contain options which serve Oxford City Centre at a broadly hourly frequency from Monday to Saturday, and as such are subject to the requirements of the Oxford Low Emission Zone (LEZ), which came into force on 1 January 2014. Operators have been informed of the need to comply with the LEZ, which broadly state that vehicles entering the Zone should meet 'Euro 5' emission standards from this date, though with some exemptions and relaxations based upon frequency and vehicle standards.

Developer Funding – Section 106 Agreements

38. Section 106 agreements currently contribute toward service 19 (Carterton – Bampton – Witney: see Item C). Ongoing funding contributions toward future provision of this service has been explored: details of these will be contained in Supplementary Annex 2.
39. Other sources of Section 106 funding that may be useful in securing improved services have also been identified and explored. Where new Section 106 or other external funding sources towards existing or potential new services have been identified, details of any available contributions will be detailed under the relevant item heading in Supplementary Exempt Annex 2.

Publicity

40. If savings are achieved from this review, officers propose that timetable booklets are produced for the Witney, Chipping Norton and Woodstock areas, including other commercial services and those not under review. These will be paid for from the Bus Subsidy budget, at a cost of around £1,500 per 5,000 copies. It is anticipated that this will be distributed locally and carried on board buses serving this area. This will assist with the challenge of keeping passengers informed of changes to operational arrangements resulting from the review. Previous publicity of this type has attracted favourable comment. A press release will be issued with summary information regarding service changes shortly after the conclusion of the 'standstill' period, and again a week or two in advance of implementation of the new services.

Integrated Transport Unit

41. In recent reviews, officers have explored the potential for use of Oxfordshire County Council's Integrated Transport Unit (ITU) vehicle fleet to operate subsidised bus services in return for subsidy payments. Vehicles from the ITU fleet sometimes have spare capacity between mid-morning and mid-afternoon and, as a result, could potentially be deployed on subsidised bus contracts at marginal cost providing that the timetable is deemed suitable by the Fleet Operations Manager and the vehicle to be utilised provides the necessary seating capacity. Several contracts have been awarded on this basis in previous reviews and, thus far, have operated successfully.
42. The Integrated Transport Unit has been made aware of any potential opportunities for services that may be operable between mid-morning and mid-afternoon. Any proposals for ITU-operated services resulting from the review will be detailed in Supplementary Annex 2.

Tendering procedure: South East Business Portal

43. Tenders for subsidised services resulting from this review were invited via the South-East Business Portal. Officers have liaised closely with colleagues from the Procurement and Legal teams with regard to process revisions and improvements following the adoption of this methodology last year and operators have been kept informed of any new requirements and necessary changes to the bid submission process that have resulted. As a significant proportion of prospective tenderers for subsidised bus services also bid for contracts in the education sector, most are already registered for access to the South-East Business Portal and are, therefore, familiar with the procedures for submission of tender bids.

44. The new tendering procedure includes the compulsory submission of a 'Statement of Requirements', which officers used to conduct a quality assessment of each potential bidder. This document also informs operators that a credit check will be carried out to assess the financial stability of the company.

B Contracts for subsidised bus services elsewhere

Item U: service 98 (Contract S79: Didcot – Great Western Park)

45. Service 98 is wholly funded by the Section 106 agreement for the Great Western Park development in Didcot. As a result of anticipated developments in the road network which would fundamentally change the nature of the bus service that could be provided (and in particular the creation of a 'spine road' through the development), a short-term contract was awarded for provision of this service in 2012.
46. Although the expected changes in the road network have not progressed as quickly as anticipated the service is nevertheless being re-tendered largely as per the current timetable with an extended operating day (as required by the specification which defines the level of service required by the Section 106 agreement). Once again a short-term contract of 12 month duration will be awarded to enable anticipated developments in the road network to be encompassed as soon as is practical.
47. Details of tender prices received and recommendations for the award of the contract for this service will be contained in Item U of Supplementary Annex 2.

Item V: service 8 (Contract C39: Brackley – Cottisford – Hethe – Fringford – Stratton Audley – Bicester)

48. Oxfordshire County Council's contribution to Northamptonshire County Council-subsidised service 8 has been included in this review as it was anticipated that the lead authority would be required to re-tender the contract for the service, with a potential resulting effect on the Oxfordshire villages served by the route.
49. However, officers were advised during the review process that Northamptonshire had extended their contract for service 8 until September 2015. As a result no changes to this service are anticipated until then. The Oxfordshire communities served by this route will be consulted again in late 2014 on the future of the service and further discussions will take place with Northamptonshire County Council at around the same time.

Contract Termination

50. Contracts may be terminated by the contractor notifying the Council of intended termination not less than 26 weeks prior to the next authorised change date, or by the Council notifying the Contractor of intended termination not less than 17 weeks prior to the next authorised change date.

Financial and Staff Implications

51. The financial implications as they relate to bus service subsidies will be dealt with in Supplementary Exempt Annex 2. There are no staff implications.

SUPPLEMENTARY EXEMPT ANNEX 2

52. This document will be circulated prior to the meeting to all County Councillors for divisions affected by this review. Each bus service (or group of services fulfilled by a single contract) is detailed in a separate item, and the ordering of items is the same in both Annexes to enable cross-referencing. Relevant information on the current service pattern, level and route will be detailed, along with officers' recommendations and the cost of the recommended option. This section will also highlight the likely consequences of proceeding with the award of this recommended option (for example parishes left unserved or known passenger flows displaced). This is followed by a summary of other options/prices sought and the cost and likely effect of awarding these options should the Cabinet Member for Environment decide to.

RECOMMENDATION

53. **The Cabinet Member for Environment is RECOMMENDED to:**
- a) **make decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2;**
 - b) **record that in the opinion of the Cabinet Member the decisions made in (a) above are urgent in that any delay likely to be caused by the call in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process;**
 - c) **authorise the production of timetable booklets to publicise subsidised and commercial bus services in the Witney, Chipping Norton and Woodstock area to coincide with the introduction of revised services in June 2014.**

MARK KEMP

Deputy Director for Environment and Economy (Commercial)

Background papers: Correspondence with Local Councils, Parish Transport Representatives, Transport operators and other bodies (refer to contact officers).

Contact Officers: Tim Darch (Tel: 01865 815587): Bicester and Banbury area review
Allan Field (Tel: 01865 815826): Financial information and other services

February 2014

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Witney and Chipping Norton Area Review

New contracts to commence June 2014

A: Contracts under review in Witney and Woodstock area

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
A	11	W11	Witney – Freeland – Oxford	Mon-Sat	Stagecoach	2
B	18	W4	Bampton – Oxford	Mon-Sat	Stagecoach	4
C	19	W4	Witney – Bampton – Carterton – Shilton Park	Mon-Sat	Stagecoach	6
D	64	W10	Carterton – Swindon	Mon-Sat	Stagecoach	8
E	113	W12	Fulbrook – Carterton – Faringdon	Thurs only	Pulhams	9
F	213/214/ 215	W3	Witney town services	Mon-Sat	Stagecoach	10
G	233	W6	Milton-u-Wychwood – Witney	Mon-Sat	Stagecoach	11
H	233	W44	Witney – Burford – Kingham Stn – Chipping Norton	Sun/BH	Stagecoach	12
I	242	W28	Woodstock – Witney	Mon-Sat	Stagecoach	14
J	X15	W21	Abingdon – Witney	Mon-Sat	Stagecoach	15
K	20 24 21 14	W14 W15 W18 W19	Swinbrook – Witney Ascott – Witney Idbury – Witney Leafield – Witney	Thurs only Thurs only Weds only Tue only	Villager	16
L	223/224/ 224A	W47	Kidlington local services	Mon-Sat	Heyfordian	17
M	203/220/ 242	W47	'Woodstock Wanderer'	Mon-Fri plus single Sat journey	Heyfordian	18

B: Contracts under review in Chipping Norton area

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
N	23A	W43	Steeple Aston – Tews – Chipping Norton	Weds only	Heyfordian	20
O	243	W48	Combe – Leafield – Witney	Tues/Fri	Pulhams	21
P	811	W49	Salford – Chipping Norton – Cheltenham	Sat only	Pulhams	22
Q	C1/T1	W39	Charlbury Railbus/Taxibus	Mon-Fri	Go-Ride	23
R	X8	W50	Kingham Railbus	Mon-Sat	Pulhams	25
S	X8A	W52	Wychwoods – Kingham Station	Mon-Sat	Go-Ride	27
T	X9	W45/ W56	Witney – Charlbury – Chipping Norton	Mon-Sat plus Fri/Sat evening serv	Stagecoach	29

C: Contracts under review elsewhere

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
U	98	S79	Didcot – Great Western Park	Mon-Sat	Thames Travel	31
V	8	C39	Brackley - Fringford – Cottisford – Hethe – Stratton Audley – Bicester	Mon-Sat	Stagecoach	32

Notes

Parishes served: Where a parish is listed in [square brackets], the service passes through the parish but does not serve the main area of population.

ITEM A**Service 11****Contract W11: Witney – Freeland – Oxford**

Hourly peak/off-peak service

Operator Stagecoach

Days of operation Monday to Saturday

Frequency Hourly

Parishes served Cumnor (serves Farmoor), Eynsham, Hanborough, Freeland, Oxford City, North Hinksey, North Leigh, Witney

Alternative services

- Stagecoach service 242 (Woodstock – Witney: see Item I) also serves Long Hanborough, Freeland (certain journeys only), North Leigh and Witney
- Stagecoach S1 Witney – Oxford also serves Eynsham, North Hinksey and Oxford City up to every 10 minutes daily
- Spareacre Lane in Eynsham has no other regular bus service
- Church Hanborough has no other bus service

Current subsidy per annum £71,522

Average passengers per day 447

Cost per passenger journey £0.52

Comments from consultation

Retain hourly service by turning at Eynsham if necessary (Bus Users UK).

Retain at current hourly frequency and as through service to Oxford: used to access nursing homes in Freeland and Cassington (Eynsham PC)

Retain service. Later buses to/from Oxford and Witney. Run S1 evening journeys via Freeland. (Freeland PC)

Requests for Sunday and evening service, filling gaps in peak services and a service to Kidlington,

Retain service at current frequency and as 'through' service (Hanborough PC)

Add more journeys via Madley Park (Madley Park residents)

Retain for few local residents which use service (North Hinksey PC)

Extend 1635 11 beyond Freeland to North Leigh (North Leigh PC)

Retention supported (West Oxfordshire DC)

Retain 11 at current frequency and operational pattern (Witney PTR)

Comments from portal

Run earlier and later and via Hanborough Station/Long Hanborough/Church Hanborough/Freeland.

Retain via Spareacre Lane/Dovehouse Close

Run 11 to Eynsham only connecting with S1, and divert 11 via New Yatt. Run 242 alternately Hanborough Station to Woodstock and Witney/Burford

Remove evening peak journeys via Spareacre Lane (as per 0752 ex-Freeland)

Terminate at Eynsham supported.

New journey requested at 0730 Madley Park to Oxford.

Enhance to half hourly with evening and Sunday service if possible.

Additional morning peak 11 or 242 into Witney requested from Freeland

Many requests for retention of current service

Options tendered

- W11A Current frequency and timetable
- W11B Revised timetable
- W11C Revised timetable with single evening journey serving Hanborough Station
- W11D Revised timetable with reduced frequency off-peak service and single evening journey serving Hanborough Station

ITEM B**Service 18****Contract W4: Bampton – Standlake – Oxford**

Offers guaranteed connections with service 19 at Bampton (also contract W4: see Item C)

Operator Stagecoach

Days of operation Monday to Saturday

Frequency 18: Hourly, with alternate journeys operating via Northmoor/Bablockhythe

Parishes served Oxford City, Cassington, Eynsham, Stanton Harcourt, Northmoor, Standlake, Aston Cote Shifford & Chimney, Bampton, Clanfield

Alternative services

- Stagecoach service 19 (Witney – Bampton – Carterton: see Item C) serves Aston, Bampton, Standlake (Brighthampton) and Clanfield
- Stagecoach service X15 (Standlake-Witney: see Item J) serves Standlake and Witney two-hourly Monday to Saturday
- Stagecoach Service S1 (Witney – Oxford) links Eynsham and Oxford up to every 10 minutes daily
- Northmoor has no other bus services

Current subsidy per annum £188,200 (approximate cost calculated from combined contract price for services 18 and 19)

Average passengers per day 161

Cost per passenger journey £3.83

Comments from consultation

Support for retention of current services (Aston Cote Shifford and Chimney PC)

Maintain at hourly frequency. Add Sunday services. Run via Botley not A40 (Bus Users UK)

Maintain service via A40. Ensure buses are equipped with RTI equipment. Services provide access for nearby villages to Eynsham surgery. Eynsham impractical as interchange (Eynsham PC)

Some support for connections at Eynsham for onward travel/two-hourly 18 service (latter off-peak only). Request for additional 18 between 0715 and 0800, and later bus back from Oxford (Standlake PC)

Retention supported (West Oxfordshire DC)

Reduce 18 to two-hourly rather than 19 (Witney PTR)

Comments from portal

Retain via A40

Retain for travel from Standlake to Eynsham, Northmoor, Oxford and Bampton for shopping, social and medical purposes

Retain through service at all times, even if off-peak reduction to two-hourly is necessary

Retain service via Spareacre Lane (only bus service via this point)

Advance 0820 from Oxford to give earlier arrival in Standlake

Allow passengers to change at Eynsham. Run 0700 and 0800 from Stanton Harcourt, not 0730.

Retain service via Sutton at current frequency for travel to/from work in Oxford

Cater for travel to Bartholemew School?

Several requests for retention of current level of peak service to allow flexibility of travel home for students/schoolchildren.

Retain service via North Oxford for quicker access to hospitals

Requests for evening services

Retain service for Stanton Harcourt's many users: only bus service

Many requests for retention of current service

Options tendered**Current service**

- W2A Existing service (approximately hourly)
- W2B Enhanced service
- W2C Hourly peak and two-hourly off-peak service

Additional early morning journeys

- W1A Additional journeys from Bampton at 0605 and 0755 and from Oxford at 0705 and 0905

ITEM C**Service 19****Contract W4: Witney – Bampton – Carterton**

Offers guaranteed connections with service 18 at Bampton (also contract W4: see Item B) for onward travel to Standlake/Eynsham/Oxford.

Operator Stagecoach

Days of operation Monday to Saturday

Frequency Hourly

Parishes served Carterton, Alvescot, Black Bourton, Clanfield, Bampton, Aston Cote Shifford & Chimney, Ducklington, Witney, Standlake (Brighthampton only)

Alternative services

- Stagecoach Service 18 (Bampton – Oxford: see Item B) serves Bampton and Aston, and also extends to Clanfield in peak hours
- Stagecoach Service X15 (Standlake-Witney: see Item J) serves Standlake and Witney two-hourly Monday to Saturday
- Ducklington Village benefits from no other bus service
- There are no regular alternative services to Alvescot or Black Bourton

Current subsidy per annum £166,440 (approximate cost taken from combined contract price for services 18 and 19)

Average passengers per day 232

Cost per passenger journey £2.35

Comments from consultation

Retain service 19, possibly at lower frequency if peak journeys to school and work can be maintained (Alvescot PC)

Retain 19, possibly at reduced frequency off-peak (Black Bourton PC)

Retain hourly frequency, adding Sunday service (Bus Users UK)

Retain service (Clanfield PC/Ducklington PC)

Retention supported (West Oxfordshire DC)

Retain hourly service. Extend some journeys to Cotswold Wildlife Park (Witney PTR)

Comments from portal

Adjust times to enable travel to school in Witney

Retain and run later in evening

Various calls for retention of hourly service, particularly for travel to work

Options tendered**Existing route**

W5A Existing service (hourly including peaks)

W5B Hourly service from Bampton to Witney only with morning peak hour journey extended to and from Carterton

W5C Hourly service with morning and evening peak hour journeys extended to and from Carterton

W5D Two-hourly service

W5E Two-hourly service with enhanced morning and evening peak provision

Carterton-Bampton service only (connections at Bampton with services to Oxford and Witney)

W7A Morning and evening peak service plus three-hourly off-peak service

W7B Morning peak service and three-hourly off-peak service

ITEM D**Service 64****Contract W10: Carterton – Swindon**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Two-hourly
Parishes served	Witney, [Minster Lovell], Curbridge and Lew, Carterton, [Alvescot], Kencot, Filkins, Langford, Broadwell, Little Faringdon, Buscot, Coleshill

Alternative services

- There are no alternative services to Kencot, Filkins, Langford, Coleshill or Little Faringdon
- No other direct services exist between Carterton and Swindon
- Gloucestershire C.C contributes towards peak journeys from Lechlade to Swindon.
- Swindon B.C currently contributes towards route in/out of Swindon via Gorse Hill, Elgin and Lower Stratton, but this contribution will cease in late October 2013. The Kingsdown area of Swindon is also served without contribution from Swindon.

Current subsidy per annum	£88,512 (includes £25,137 contribution from Gloucestershire County Council and £6,107 from Swindon Borough Council)
Average passengers per day	121 (includes non-Oxfordshire passengers) Passengers boarding in Oxfordshire: 40 Passengers boarding in Gloucestershire or Swindon: 81
Cost per passenger journey	£1.56 (includes external contributions from Swindon and Gloucestershire) £2.41 (full tender price)

Comments from consultation

Run fast hourly service between Witney, Carterton and Swindon (Bus Users UK)
 Retain link to Swindon. Through travel via existing service 74 not practical (Filkins PC)
 Retention supported (West Oxfordshire DC)
 Retain service: vital link to Swindon and Carterton for villages served. Reduce number of off-peak journeys to reduce cost (Witney PTR)

Comments from Portal

Retain for monthly shopping trips to Swindon
Retain Swindon – Lechlade link

Options tendered

W10A Existing service (Two hourly including peaks)
 W10B Existing through service with reduced off-peak service
 W10C Existing through service with further reduced off-peak service
 W10D Peak/off-peak service with off-peak journeys terminating at Highworth
 W10E Peak/off-peak service with all journeys terminating at Highworth

ITEM E**Service 113****Contract W12: Fulbrook – Burford – Carterton – Faringdon**

Includes north-east Carterton local service (Shilbrook Avenue/York Avenue)

Operator Pulhams**Days of operation** Thursday only**Frequency** Three journeys to Faringdon (two a.m, one p.m), two back**Parishes served** Carterton, Shilton, Burford, Fulbrook, Alvescot, Clanfield, Faringdon**Alternative services**

- Stagecoach service 233 (Milton-u-Wychwood-Witney: see Item G) serves Burford and Fulbrook
- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout: three journeys daily in each direction
- Villager also runs a shopping journey via Fulbrook and Burford on Wednesdays
- Stagecoach 19 (Carterton-Witney: see Item C) links Broadshires Health Centre with Carterton town centre hourly Mon-Sat
- Service 66 links Faringdon with Swindon and Oxford broadly half-hourly for much of the day Monday to Saturday and hourly on Sundays

Current subsidy per annum £7,395**Average passengers per day** 28**Cost per passenger journey** £5.10**Comments from consultation**

Withdrawal of service 113 will make travel to Faringdon difficult (Alvescot PC)

Service may not be sustainable (Witney PTR)

Withdraw if absolutely necessary for financial/usage reasons (Cllr Judith Heathcoat)

Retention supported (West Oxfordshire DC)

Options tendered

Villager now provides commercial service from Fulbrook and Burford to Carterton (continues to Witney) on Wednesdays

W12A: Fulbrook-Faringdon and direct Faringdon-Witney service

ITEM F**Service 213: Town Centre – Farmers Close – Madley Park – Cogges Estate – Town Centre****Service 214: Town Centre – Cogges Estate – Madley Park – Farmers Close – Town Centre****Service 215: Town Centre – Apley Way – Springfield Oval – Town Centre****Contract W3 – Witney Town Services**

Operator Stagecoach**Days of operation** Monday to Saturday**Frequency** Broadly hourly**Parishes served** Witney**Alternative services** There are no alternative services to the estates served by these routes**Current subsidy per annum** £36,444**Average passengers per day** 218 Mon-Fri
254 Sat**Cost per passenger journey** £0.66**Comments from consultation**

Retain unchanged (Bus Users UK/Witney PTR)

Retention supported (West Oxfordshire DC)

*Comment from portal**Retain service via Madley Park, including last journey at 1745***Options tendered**

Tenders not invited: service to be provided commercially by Go Ride from June 2014

ITEM G**Service 233****Contract W6: Milton-u-Wychwood – Witney**

This contract is currently combined with a Home to School contract and carries pupils to Burford School from Milton and Shipton: the school journey is run as a public service.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Broadly every 90 minutes
Parishes served	Witney, [Curbridge], Minster Lovell, [Asthall], [Swinbrook], Burford, Fulbrook, Shipton-u-Wychwood, Ascott-u-Wychwood, Milton-u-Wychwood

Alternative services

- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout and Minster Lovell, three journeys daily in each direction
- Stagecoach service S2 (Carterton – Witney – Oxford) serves Minster Lovell every 30 minutes Monday to Saturday
- Pulhams service 113 (Fulbrook – Carterton: see Item E) serves Fulbrook and Burford on Thursday only
- Pulhams 806 Thursday shopping journey to Banbury serves Ascott, Shipton and Milton-u-Wychwood
- Pulhams 811 Saturday shopping journey to Cheltenham serves Ascott, Shipton and Milton-u-Wychwood
- Go-Ride service C1 ('Charlbury Railbus': see Item Q) links Ascott and Shipton-u-Wychwood with Charlbury (peak only)
- Go-Ride service X8A (Ascott – Kingham Station: see Item N) links Ascott, Shipton and Milton-u-Wychwood with Chipping Norton
- Villager also run shopping journeys via Ascott, Shipton and Milton-u-Wychwood, Fulbrook and Burford on various weekdays (See Item K)

Current subsidy per annum £41,939

Average passengers per day 202

Cost per passenger journey £0.70

Comments from consultation

Retain Monday to Saturday service for access to Witney (Burford PC)

Request for service to operate to Witney via Carterton (Milton-u-Wychwood/Shipton-u-Wychwood PC)

Retention supported (West Oxfordshire DC)

Combine with X8 service and possibly extend to Rissingtons with funding from Gloucestershire C.C (Witney PTR)

Comments from portal

Retain service via Deer Park

Add additional evening journeys

Options tendered

Tenders not invited: service to be provided commercially by Go Ride from June 2014

ITEM H**Service 233****Contract W44: Chipping Norton-Kingham-Fifield-Milton-Shipton-Burford-Witney**

Sunday leisure/rail feeder service

Operator	Stagecoach
Days of operation	Sundays and Bank Holidays
Frequency	Four trips in each direction, with most timed to connect with trains at Kingham Station
Parishes served	[Asthal], [Bledington (Gloucs)], Burford, Chipping Norton, Churchill, Fifield, Idbury, Kingham, Milton-u-Wychwood, Minster Lovell, Shipton-u-Wychwood, Witney
Alternative services	No alternative Sunday service links Chipping Norton and Kingham Station with Burford and Witney. All the other communities served have no other Sunday bus service except Minster Lovell, which is linked with Witney and Oxford by Swanbrook service 853 (although at a time inconvenient to suit most needs).
Current subsidy per annum	£18,077
Average passengers per day	51
Cost per passenger journey	£6.21

Comments from consultation

Retention supported (West Oxfordshire DC)

Withdrawal seems inevitable, but if possible secure continuation via funding from rail operator (Witney PTR)

Options tendered

Tenders not invited: 'de minimis' price submitted by Go Ride for Sunday 233 service from June 2014.

ITEM I**Service 242****Contract W28: Witney – Long Hanborough – Bladon – Woodstock**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Hourly
Parishes served	Woodstock, Blenheim, Bladon, Hanborough, Freeland, North Leigh, [Hailey], Witney

Alternative services

- Stagecoach service 11 (Witney – Freeland – Oxford: see Item A) also serves Hanborough, Freeland, North Leigh and Witney
- Stagecoach service S3 (Chipping Norton – Woodstock – Oxford) also serves Woodstock every 30 minutes (off-peak) and every 10 minutes (peak)
- Heyfordian service 242A (Bladon (Heath Lane) – Woodstock: see Item M) also serves Bladon and Woodstock: single a.m daily return trip Monday to Friday
- New Yatt has no other bus service
- North Leigh (Windmill Road) has no other bus service

Current subsidy per annum £21,584

Average passengers per day 234

Cost per passenger journey £0.30

Comments from consultation

Later buses from Witney. Enhanced frequency (though some acceptance that 90 minute service would improve punctuality: also significant adverse reaction to this suggestion, however) and improved punctuality desirable. Several requests for direct services to Oxford and hospitals, later buses, better connections with train services at Hanborough and extension to Water Eaton Park and Ride (Bladon PC)

Maintain hourly service or enhance peak service to half-hourly to connect with trains, and add Sunday service (Bus Users UK)

Run all 242s via Freeland. Connect with trains at Hanborough (Freeland PC)

Service could reduce to 90 minute frequency off-peak (Hailey PC)

Requests for Sunday and evening service, filling gaps in peak service and a service to Kidlington, Retain service at current frequency (Hanborough PC)

Retain hourly service to benefit commuters and transport integration (Railfuture)

Retention and improved rail connections supported (West Oxfordshire DC)

Reduce to 90-minute frequency and extend some journeys to Old Woodstock (Witney PTR)

Improve connections with trains at Hanborough. Serve Old Woodstock. Direct service to hospitals. (Woodstock TC)

Comments from portal

Reduction in frequency supported, perhaps to two-hourly to give hourly service at Witney end in conjunction with 242.

Additional morning peak 11 or 242 into Witney requested from Freeland.

Improved service for New Yatt (inclusion in early journeys for train connections, later journeys for social reasons)

Options tendered

W28A Broadly hourly peak and off-peak service – existing timetable

- W28B Broadly hourly peak and off-peak service with mildly revised times to facilitate improved connections peak with trains
- W28C Single bus timetable
- W28D Reduced frequency service

ITEM J**Service X15****Contract W21: Witney – Southmoor – Abingdon**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Broadly two-hourly off-peak, hourly peak.
Parishes served	Witney, Ducklington, Hardwick with Yelford, Standlake, Kingston Bagpuize & Southmoor, Frilford, Marcham, Abingdon

Alternative services

- Witney is linked with Ducklington by hourly peak/off-peak service 19 (Carterton – Witney: see Item C)
- Standlake (High Street) is linked with Oxford by broadly hourly peak/off-peak service 18 (contract W4: see Item B)
- Service 66 links Faringdon with Swindon and Oxford broadly half-hourly for much of the day on Monday to Saturday and hourly on Sundays
- Frilford and Marcham are linked with Wantage and Abingdon by daily peak/off-peak service 31
- Frilford is also linked with Wantage and Oxford by daily peak/off-peak service X30

Current subsidy per annum £102,877

Average passengers per day 173

Cost per passenger journey £1.95

Comments from consultation

Serve Howard Cornish Road and retime to give better spread of service with service 31 (Marcham PC)

Enhance to hourly, reducing Millets Farm stops and serving Howard Cornish Road, Marcham (Bus Users UK)

Serve Ducklington village (Ducklington PC)

Run college journeys in College holidays. Enhance to hourly. Run until 19.00. Enhance service with Section 106 funds. Retain Millets Farm journeys (Kingston Bagpuize/Southmoor PC)

Retention supported (West Oxfordshire DC)

Run College journeys in school holidays. Provide adequate stops on main road if not serving Millets Farm. Run via Ducklington Village if 19 frequency reduced (Witney PTR)

Comments from portal

Improve frequency. Run via Longworth village rather than A420. Run college journeys daily.

Revise bus stop locations in Ducklington or serve village

Options tendered**Existing service**

W22A Current level of service

W22B Enhanced level of service: hourly frequency

W22C Enhanced level of service: hourly peak frequency, two-hourly off-peak

W22D Enhanced level of service: hourly frequency with additional evening journeys

Early morning journeys

W22A Two early morning round trips

W22B Single early morning round trip

ITEM K**Services 14, 20, 21, 23 and 24****Contract W14****Various shopping services to Witney from rural north-west Oxfordshire**

Operator	Villager Community Bus
Days of operation	14: Tuesday a.m only <i>Asthall-Asthall Leigh-Leaffield-Crawley-Witney</i>
	20/23: Thursday a.m only <i>Kingham-Shipton-Leaffield-Crawley-Minster Lovell-South Leigh-Witney</i>
Burford-	21: Wednesday a.m only <i>Idbury-Fifield-Taynton-Fulbrook-Swinbrook-Asthall-Asthall Leigh-Fordwells-Leaffield-Crawley-Witney</i>
	24: Thursday p.m only <i>Swinbrook-Asthall-Asthall Leigh-Fordwells-Leaffield-Minster Lovell-Ascott-Witney</i>
Frequency	One return journey on each route
Parishes served	Witney, Minster Lovell, Crawley, Swinbrook, Asthall, Leaffield, Ascott-u-Wychwood, Shipton-u-Wychwood, Milton-u-Wychwood, Taynton, Fifield, Idbury, Chipping Norton, Lyneham, Churchill, Kingham, Burford, Fulbrook, South Leigh

Alternative services

The majority of the villages served by Villager's routes have few or no other links to nearby towns.

Current subsidy per annum £10,864

Average passengers per year 4,300 approx.

Cost per passenger journey £2.52 approx.

Comments from consultation

General support for continuation, with gratitude expressed by many consultees for service provided by Villager.

Options tendered

Price negotiated for continuation of current services with minor operational revisions to reflect observed usage

ITEM L**Services 223/224/224A****Service 223: Kidlington Town service****Service 224: Yarnton – Begbroke – Kidlington circular: off-peak plus evening peak journeys****Service 224A: Glympton – Wootton – Woodstock – Begbroke – Yarnton – Kidlington peak plus single Saturday journey****Contract C60: Kidlington local services**

Operator Heyfordian Travel**Days of operation** Monday to Saturday

Frequency Service 223: 5 journeys
 Service 224: 5 off-peak journeys plus 3 evening peak journeys
 Service 224A: 3 morning peak journeys plus single Saturday journey

Parishes served Glympton, Wootton, Woodstock, Begbroke, Kidlington, Yarnton**Alternative services**

- Begbroke and Yarnton are served by Stagecoach service S3 (to Oxford, Woodstock and Chipping Norton: stops on main road at Begbroke). Kidlington has many other services, but none serve the areas covered by services 223
- No alternative peak/off-peak service links the communities served by routes 224/224A with Kidlington, although service S3 links Woodstock with Oxford every fifteen minutes during peak hours and every 30 minutes off-peak

Current subsidy per annum £72,510

Average passengers per day Peak services: 15
 Off-peak services: 172

Cost per passenger journey £1.29**Comments from consultation**

Retain 223/224/224A services (Begbroke PC/Kidlington PC/Yarnton PC)

Retention supported (West Oxfordshire DC)

Options tendered

C60A Existing routes, current frequency

C60B Existing routes with reduced peak service

C60C Existing routes with no peak service

ITEM M**Services 203/220/242****Service 203: Kidlington – Shipton-on-Cherwell – Tackley – Woodstock****Service 220: Wootton – Glympton – Woodstock****Service 242A: Bladon (Heath Lane) – Woodstock****Contract W47: ‘Woodstock Wanderer’**

Operator	Heyfordian Travel
Days of operation	Monday to Friday
Frequency	203: 4 round trips plus one ‘short’ from Tackley to Woodstock 220: 5 round trips Mon-Fri plus single Saturday 242A: 2 round trips
Parishes served	Bladon, Blenheim, Kidlington, Shipton-on-Cherwell & Thrupp, Tackley, Woodstock, Wootton, Glympton

Alternative services

- Bladon village is served by Stagecoach service 242 (Woodstock – Witney: see Item I) every hour.
- Tackley, Shipton-on-Cherwell and Thrupp are served by Stagecoach service S4 (stopping on the A4260) to Oxford, Kidlington and Banbury hourly Monday to Saturday and two-hourly on Sunday.
- Kidlington has frequent services to Oxford and hourly Stagecoach S4 to Banbury, but no other service to Woodstock.
- Woodstock has a high-frequency peak service and a half-hourly off-peak service to/from Oxford via Stagecoach S3, but no other service to Kidlington.
- This is the only service to Heath Lane in Bladon (approximately ¼ mile uphill from the main road served by Stagecoach service 242)
- Service 220 provides five journeys each way on Monday to Friday linking Wootton, Glympton and Old Woodstock with Woodstock town centre and Kidlington. These journeys are designed to also connect with Stagecoach S3 journeys to and from Oxford.

Current subsidy per annum £54,210

Average passengers per day 203: 24
220: 9
242A: 6
Total: 39

Cost per passenger journey £5.49**Comments from consultation**

203/220/242A: Retain service 242A (Bladon PC)

Retain Woodstock Wanderer via Glympton (Bus Users UK)

Retain 203 to Woodstock. Return at 1100, not 1200. Request for additional 5pm service (Tackley PC)

Retain services to Woodstock with connections for onward travel to/from Witney and Oxford (Wootton PC)

Improved service to Kidlington (Woodstock TC)

Retention supported (West Oxfordshire DC)

Many individual letters and e-mails supporting retention of service via Wootton and Glympton

Options tendered**Monday to Friday**

W47A Current level of service

- W47B Revised service with additional afternoon 242A journey
- W47C Revised service with journeys extended to Water Eaton Park and Ride and additional afternoon 242A journey
- W47D Revised service with journeys extended to Water Eaton Park and Ride, additional afternoon 242A journey and gap in afternoon service to enable interworking with Home-to-School contract
- W47E Revised service with journeys extended to Water Eaton Park and Ride, additional afternoon 242A journey and peak service

Saturday

- W46A Timetable as currently operated on Monday to Friday
- W46B Revised service with additional afternoon 242A journey
- W46C Revised service with journeys extended to Water Eaton Park and Ride and additional afternoon 242A journey
- W46D Revised service with journeys extended to Water Eaton Park and Ride, additional afternoon 242A journey and gap in afternoon service to enable interworking with Home-to-School contract
- W46E Revised service with journeys extended to Water Eaton Park and Ride, additional afternoon 242A journey and peak service

ITEM N**Service 23A****Contract W43: Steeple Aston – Tews – Chipping Norton (Wednesdays)**

Operator	Heyfordian Travel
Days of operation	Wednesday only
Frequency	Single round trip
Parishes served	Chipping Norton, Great Tew, Heythrop, Little Tew, Sandford St Martin, Steeple Aston (Cherwell), Steeple Barton, Swerford, Westcot Barton

Alternative services

- None of the communities served have other direct links with Chipping Norton
- Great Tew, Little Tew and Swerford have no other bus service
- Sandford St Martin is linked with Banbury on Thursdays by Oxfordshire County Council service 90 (single return trip). This also serves Middle Barton, which also benefits from Stagecoach service S4 to Oxford and Banbury (Monday to Saturday: am/eve peak service to Oxford and Banbury, plus three/four off-peak journeys each way)
- Steeple Aston has an hourly S4 service to Banbury and Oxford, along with a two-hourly Sunday service

Current subsidy per annum £6,630

Average passengers per day 14

Cost per passenger journey £9.14

Comments from consultation

Retain service (Chipping Norton TC/Sandford St Martin PC/Steeple Barton PC/Swerford PC).

Many individual letters supporting retention

Retention supported (West Oxfordshire DC)

Options tendered

Tenders not invited: price negotiated with Villager Community Minibus for continuation of current service at broadly existing times

ITEM O**Service 243****Contract W48: Combe – Leaffield – Witney**

Operator	Pulhams Coaches
Days of operation	Tuesday and Friday
Frequency	Three round trips
Parishes served	Combe, Crawley, Fawler, Finstock, Leaffield, Stonesfield, Witney

Alternative services

- No alternative direct services link Combe and Stonesfield with Witney at any time, though both communities and Fawler are linked with Woodstock and Oxford by broadly hourly peak/off-peak service S3
- Crawley is linked with Witney by Villager services 14, 21 and 23 (See Item K) on Tuesday, Wednesday and Thursday mornings

Finstock has the following additional services:

- Witney and Chipping Norton (Stagecoach service X9: see Item T): broadly hourly peak/off-peak service Mon-Sat with evening service on Friday and Saturday only
- Charlbury (Go-Ride services C1/T1: see Item Q): peak hour 'railbus' service and off-peak demand responsive 'taxibus'

Leaffield has the following additional services:

- Charlbury (Go-Ride services C1/T1: see Item Q): peak hour 'railbus' service and off-peak demand responsive 'taxibus'
- Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23: see Item K)

Current subsidy per annum £20,800

Average passengers per day 21

Cost per passenger journey £9.67

Comments from consultation

Support for continuation of service and reduction of trips in return for additional operating days (Bus Users UK/Combe PC/Leaffield PC/Portal/individual correspondence)

Retention supported (West Oxfordshire DC)

Options tendered

Tenders not invited: price negotiated with Villager Community Minibus for provision of single round trip to and from Witney with additional service on Monday

ITEM P**Service 811****Contract W49: Salford-Chipping Norton-Wychwoods-Idbury-Cheltenham (Saturday)**

Operator Pulham's**Days of operation** Saturday only**Frequency** Single round trip**Parishes served** Bruern, Chipping Norton, Churchill and Sarsden, Fifield, Idbury, Kingham, Lyneham, Milton-u-Wychwood, Salford, Shipton-u-Wychwood

Alternative services This service provides a shopping and leisure link between the Oxfordshire villages listed above and Cheltenham. The service was improved when last reviewed in 2012 by adding a morning return journey from Salford to Chipping Norton and from Chipping Norton to Bourton on the Water from where there is a connection via Pulham's commercial 801 services to/from Cheltenham. The new journeys have established an additional morning round trip to Chipping Norton from Salford, and a similar facility for the villages of Fifield, Idbury, Milton, Shipton, Kingham and Churchill (although all of these villages are currently linked with Chipping Norton by hourly Monday to Saturday services X8 or X8A: see Items R and S). Lyneham is also linked with Chipping Norton by a single Thursday afternoon round trip on Villager service 24.

Current subsidy per annum £14,076**Average passengers per day** 37 (travelling to/from Oxfordshire towns and villages)**Cost per passenger journey** £7.35**Comments from consultation**

Service expendable from Churchill perspective (Churchill PC)

Retain service (Chipping Norton TC/Salford PC)

Retain afternoon journeys (Kingham PC)

Retention supported (West Oxfordshire DC)

Comments from portal*Several calls for retention.**Little used morning journeys are expendable to save money***Options tendered**

W49A: Existing service (one return trip to Bourton and one to Cheltenham: Saturday only)

W49B: Existing service (two return trips to Cheltenham: Saturday only)

W49C: Reduced service (single return trip to Cheltenham: Saturday only)

ITEM Q**Services C1/T1****Contract W39: Charlbury-Finstock-Leafield-Ascott-Shipton (C1: peak service)
Leafield-Ramsden-Finstock-Charlbury (T1: off-peak service)**

Service C1 provides peak hour links to Charlbury Station, with arrivals and departures timed to connect with trains to and from London. Off-peak service T1 caters for social need, linking Leafield with Charlbury. Ramsden and Finstock are also served by the off-peak service, but these are also catered for by the hourly X9 service (see Item T).

Operator	Go-Ride
Days of operation	C1: Monday to Friday peak hours T1: 'demand-responsive' off-peak service
Frequency	C1 connects with train arrivals/departures from Charlbury. T1 connects with some trains, but is broadly designed to fulfil social need rather than facilitate rail travel.
Parishes served	C1: Ascott-under-Wychwood, Charlbury, Finstock, Leafield, Milton-u-Wychwood, Shipton-u-Wychwood T1: Charlbury, Finstock, Leafield, Ramsden

Alternative services**C1**

No alternative services link the villages served by service C1 and Charlbury to the rail network during the morning and evening peak, although a single morning departure and evening arrival serves Ascott and Shipton halts. This train is timed to get passengers to work in Oxford or for onward travel from there, but it does not facilitate commuting to or from London to fulfil 'traditional' working hours.

T1

No alternative services link Leafield with Charlbury during off-peak hours, although it is linked with Witney by single shoppers round trips on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23/24 – contract W14: see Item K), plus Pulham's service 243 (contract W48: see Item O) on Tuesday and Friday.

Finstock has the following additional services:

Witney and Chipping Norton (Stagecoach service X9 – contracts W45/W56: see Item T): broadly hourly peak/off-peak service Mon-Sat with evening service on Friday and Saturday only

Witney (Pulham's service 243 – contract W48: see Item O): Tuesday and Friday shoppers' service

Ramsden has the following additional service:

Witney and Chipping Norton (Stagecoach service X9 – contract W45/W56: see Item T): broadly two-hourly off-peak service Mon-Sat from village, plus limited evening service on Friday and Saturday. Hourly service operates along main road.

Current subsidy per annum C1: £38,240
T1: £24,191

Average passengers per day C1: 27
T1: 5

Cost per passenger journey C1: £5.59
T1: £9.81

Comments from consultation

Requests for retention of C1 from CLPG, Railfuture, Charlbury TC, Finstock PC, Leaffield PC, Milton PC and Shipton PC.

Include Chadlington (Chadlington PC)

If service cannot be retained consider alternatives like liftshare (Shipton PC)

Retention supported (West Oxfordshire DC)

General acceptance of potential T1 withdrawal, with some suggestions of combined 243/T1/X8A replacement.

Comments from portal

General support for retention from all communities served.

Call for higher fares to reduce need for subsidy.

Leaffield children over 16 cannot get to Witney for College.

Add evening services and connections at Minster Lovell for Carterton, Burford and Cheltenham

Options tendered

W40A Peak hour service, Monday to Friday only

W40B Peak hour service without current final morning journey to enable interworking with Home-to-School contract in Charlbury area

W40C Peak hour service with additional morning journey to Kingham Station to enable interworking with Home-to-School contract in the Kingham area

W41A Monday to Friday off-peak service to replace services T1 and X8A

W41B Monday to Saturday off-peak service to replace services T1 and X8A

W41C Monday to Friday revised off-peak service to replace services T1 and X8A

W41D Monday to Saturday revised off-peak service to replace services T1 and X8A

ITEM R**Service X8**

Contract W50: Kingham Railbus (off-peak extensions to Wychwoods via Idbury now provided by service X8A: see Item S)

Operator Pulham's Coaches

Days of operation Monday to Saturday

Frequency Broadly hourly with enhanced peak frequency

Parishes served Chipping Norton, Churchill, Kingham

Alternative services

No alternative direct links are provided to the rail network from Chipping Norton except on Sunday by service 233 (see Item H).

Chipping Norton has the following additional bus services:

- Woodstock and Oxford (Stagecoach service S3): hourly peak/off-peak with limited Mon-Sat evening service and hourly Sunday daytime service
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour service only
- Shipston-on-Stour and Stratford (Stagecoach service 50: one morning and evening peak journey in each direction, plus two off-peak journeys each way Mon-Sat. 4 return journeys on Sundays.
- Charlbury and Witney (Stagecoach service X9 - contracts W45/W56: see Item T): broadly hourly peak/off-peak service Mon-Sat.
- Bloxham and Banbury (Stagecoach service 488/489): hourly service Mon-Sat daytime.

Churchill has the following additional services:

- Chipping Norton: (Pulhams service 811 – Contract W45: see item P): single Saturday morning shoppers' round trip
- Chipping Norton (Villager service 9/12/24): one round trip on Thursday p.m and one round trip on Friday a.m and p.m
- Cheltenham (Pulhams service 811 – Contract W45: see item P): two Saturday return trips
- Witney (Villager service 24): single Thursday p.m return trip

Kingham has the following additional services:

- Cheltenham (Pulhams service 811: see item P): two Saturday return trips plus single return trip to Chipping Norton
- Chipping Norton (Villager services 9/12: not under review): single Friday morning and afternoon round trip
- Stow-on-the-Wold (Villager service 6: not under review): single round trip on Thursday only
- Witney (Villager services 14/20/24: see Item K): single round trip on Tuesday morning, Thursday morning and Thursday afternoon

Current subsidy per annum £99,424

Average passengers per day 138

Cost per passenger journey £2.36

Comments from consultation

Retain service (Chipping Norton TC/Churchill PC)

Run 0835 bus to Chipping Norton Health Centre. Retain current operating day (Kingham PC)

Retain hourly service to benefit commuters and transport integration (Railfuture)

If reducing consider reduction in middle of day rather than evening (Bus Users UK)

Retention supported (West Oxfordshire DC)

Comments from portal

Retain Monday to Friday operating day length, but perhaps consider shortening on Saturday evening.

Retain service to Health Centre.

Improve connections with other services if possible.

Earlier bus to surgery.

Many calls for retention as parking for additional car users generated will be impossible at Kingham Station.

Add slightly later bus if possible.

Implement train/bus ticketing.

Ensure availability of multi-journey tickets.

Options tendered

W50A Existing service

W50B Existing service with additional evening train connection

W50C Revised timetable to facilitate school contract work

W50D Revised timetable to facilitate school contract work with additional evening train connection

ITEM S**Service X8A**

Contract W52: Kingham Station – Ascott-u-Wychwood (through service to Chipping Norton achieved via connection with service X8: see Item R)

Operator Go-Ride

Days of operation Monday to Saturday (off-peak only)

Frequency Broadly hourly

Parishes served Ascott-u-Wychwood, Fifield, Idbury, [Kingham: station only], Milton-u-Wychwood, Shipton-u-Wychwood

Alternative services

Ascott-u-Wychwood has the following additional services:

- Charlbury (Go Ride service C1: see Item Q): peak hour service
- Villager service 24 to Witney (See Item K): single Thursday afternoon shoppers' service

Fifield and Idbury have the following additional services:

- Cheltenham (Pulhams service 811: see Item P): two Saturday return trips plus single return trip to Chipping Norton
- Chipping Norton (Villager service 9: not subsidised): single Friday afternoon return trip
- Witney (Villager service 21: see Item K): single Wednesday morning return trip

Milton-u-Wychwood has the following additional services:

- Charlbury (Go Ride service C1: see Item Q): peak hour service
- Chipping Norton (Pulhams services 806 and 811: see Item P): single Thursday and Saturday return trip
- Banbury (Pulhams service 806): single Thursday return trip
- Cheltenham (Pulhams service 811: see Item P): two Saturday return trips
- Witney (Stagecoach service 233: see Items G/H): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday
- Some Villager services also link Milton-u-Wychwood with Witney on Thursday only, but service 233 (see Item G) provides the same service every 90 minutes on Monday to Saturday

Shipton-u-Wychwood has the following additional services:

- Chipping Norton (Pulhams service 806): single Thursday return trip
- Chipping Norton (Villager service 13): single Friday return trip
- Cheltenham (Pulhams service 811): single Saturday return trip
- Witney (Stagecoach service 233: see Items G/H): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday
- Charlbury (Go Ride service C1 – contract W40: see Item Q): peak hour service
- Witney (Villager services 14/20/23/24): single Tuesday return trip, and one Thursday a.m and one Thursday p.m return trip

Current subsidy per annum £62,194

Average passengers per day 29

Cost per passenger journey £6.95

Retain service (Chipping Norton TC)
 Rural bus services must be maintained (Fifield PC)
 Support 'targeted' service. Buses too large for roads and often empty (Idbury PC)
 Improved connections at Chipping Norton, and prefer not to change at Kingham. Long journey to Oxford hospitals (Milton-u-Wychwood PC)
 Extend service to Charlbury Station (Shipton-u-Wychwood PC)
 Retention supported (West Oxfordshire DC)

Options tendered

W52A	Existing service and timetable
W52B	Amended timetable to facilitate interworking with Option C of Service C1 (Charlbury Railbus: contract PT/W40) and to operate on Monday to Saturday
W52C	Amended timetable to facilitate interworking with Option C of Service C1 (Charlbury Railbus: contract PT/W40) and to operate on Monday to Friday

ITEM T**Service X9****Contract W56: Chipping Norton-Charlbury-Witney**

Operator	Stagecoach
Days of operation	Monday to Saturday peak and off-peak service, with two late night journeys provided in each direction on Friday and Saturday
Frequency	Broadly hourly overall
Parishes served	Chadlington, Charlbury, Chipping Norton, Finstock, Hailey, Ramsden, Spelsbury, Witney

Alternative services

Chipping Norton has the following additional services:

- Woodstock and Oxford (Stagecoach service S3): hourly peak/off-peak with limited Mon-Sat evening service and hourly Sunday service
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour service only
- Shipston-on-Stour and Stratford (Stagecoach service 50): one morning and evening peak journey in each direction, plus three off-peak journeys each way Mon-Sat
- Kingham and Wychwoods (Pulhams service X8 - contract W50: see Item R): broadly hourly peak/off-peak service Mon-Sat. Connections at Kingham Station for service to Wychwoods via Go-Ride service X8A (see Item S)
- Bloxham and Banbury (Stagecoach service 488/489): hourly peak/off-peak service

Chadlington and Spelsbury have the following additional services:

- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour service only

Charlbury has the following additional services:

- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat
- Routes C1 and T1 serve Charlbury, but are largely designed to get people to get residents of Leafield **to** the town and rail station during off-peak hours, and residents of Leafield, the Wychwoods and Finstock to the station for peak travel to and from Oxford/London.

Finstock has the following additional services:

- Charlbury (Go-Ride services C1/T1: see Item Q): peak hour 'railbus' service and off-peak demand responsive 'taxibus'
- Witney (Pulhams service 243: see Item O): Tuesday and Friday shoppers' service

Hailey has no other bus service

Ramsden is currently also served by Go-Ride service T1 (contract W40: see Item Q): off-peak demand responsive 'taxibus'.

Witney has a high-frequency service to Eynsham and Oxford, along with hourly services to Burford and Woodstock and many nearby villages.

Current subsidy per annum

Contract W56: £149,986

Contract W45: £13,583 (Fri/Sat evening service)

Average passengers per day**Contract W56:** 365**Contract W45:** 12**Cost per passenger journey****Contract W56:** £1.35**Contract W45:** £10.09**Comments from consultation**

Retain X9 via Ramsden (Bus Users UK)

Retain service (Chadlington PC)

Retain service but adjust timings slightly to connect with X8/488 (Chipping Norton TC)

Retain daytime service, but Fri/Sat evening service expendable (Charlbury PC/Finstock PC)

Continue X9 Friday/Saturday evening service if possible (though priority to retain daytime service). 'Late peak' evening bus from Witney for commuters. Additional capacity

desirable on Thursday shoppers' buses to Witney (Hailey PC)

Requests for retention of existing bus service and Sunday services, plus support for service from Witney to hospitals (Ramsden PC)

Serve Leafield on some journeys (Witney PTR)

Retention supported (West Oxfordshire DC)

Comments from portal*Retard departure from Chipping Norton by a few minutes to improve connections with other services.**Extend to Chipping Norton Health Centre**Run all journeys via Ramsden Village.***Options tendered**

W45A Single evening return trip (Friday and Saturday except Bank Holidays)

W45B Two evening return trips (Friday and Saturday except Bank Holidays)

W56A Hourly frequency (Monday to Saturday)

W56B Hourly frequency with revised service via Ramsden Village (Monday to Saturday)

W56C As Option B without peak journeys via Ramsden Village

ITEM U**Service 98****Contract S79: Didcot – Great Western Park**

Section 106-subsidised service that requires re-tendering due to opening of spine road through development and resulting need for revised route

Operator	Thames Travel
Days of operation	Monday to Saturday
Frequency	Broadly every 30 minutes peak and off-peak, every 15 minutes evening peak
Parishes served	Didcot

Alternative services

No alternative services link Great Western Park with Didcot

Current subsidy per annum: £96,959 (entirely funded by Section 106 agreement for Great Western Park development)

Average passengers per day: 38

Cost per passenger journey: £8.81 (indicative figure: Section 106-funded service)

Comments from consultation

Retain service (Cllr Nick Hards/OXTRAG)

Retain service and expand to include Milton Park and Ladygrove (Didcot TC PTR)

Options tendered

S98A: Existing service with extended operating day

ITEM V**Service 8****Contract C39: Brackley – Cottisford – Hethe – Fringford – Stratton Audley – Bicester**

Northamptonshire County Council contract, to which Oxfordshire contributes for serving the villages listed above. Their contract expires in September 2014, and officers anticipate continued contribution to this service unless Northamptonshire's plans dictate otherwise.

Operator Stagecoach

Days of operation Monday to Saturday

Frequency Broadly two-hourly off-peak service

Parishes served Cottisford, Hethe, Fringford, Stratton Audley, Bicester

Alternative services The villages served by this service have no other public transport provision at any time **except** Hethe and Fringford which are served by service 37 on Tuesday only.

Current subsidy per annum £24,100

Comments from consultation

Comment from portal

Retain and add extra evening peak departure from Bicester

Options tendered

Tenders not invited: Northamptonshire County Council contract extended until mid-2015.

Existing arrangement expected to continue until then: further consultation in Autumn 2014.

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