



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

Thursday, 12 April 2018 at 10.00 am

Committee Rooms 1 & 2, County Hall, New Road, Oxford

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 20 April 2018 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 "PG Clark".

Peter G. Clark
Chief Executive

April 2018

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 10 May 2018

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. Oxford: Various Streets in Barton and Risinghurst Area - {Proposed Waiting restrictionson Area - Proposed Waiting Restrictions (Pages 1 - 14)

Forward Plan Ref: 2018/018

Contact: Hugh Potter, Team Leader, Area Operations Hub Tel: (01865) 810228

Report by Director for Infrastructure Delivery (**CMDE4**).

The report presents responses received to a statutory consultation to introduce waiting restrictions on Burchester Avenue, Green Road, London Road Service Road, The Roundway, Northway and Wick Close, within the Barton and Risinghurst area of Oxford put forward by local county councillors to address parking problems in this area.

The Cabinet Member for Environment is RECOMMENDED to approve the proposals to introduce waiting restrictions on Burchester Avenue, Green Road, London Road Service Road, The Roundway, Northway and Wick Close, within the Barton and Risinghurst area of Oxford as advertised.

5. Oxford: Mill Road and Godstow Road at Wolvercote - Proposed Waiting Restrictions (Pages 15 - 20)

Forward Plan Ref: 2018/009

Contact: Hugh Potter, Team Leader, Area Operations Hub Tel: (01865) 810228

Report by Director for Infrastructure Delivery (**CMDE5**).

The report presents responses received to a statutory consultation to introduce waiting restrictions on Mill Road and Godstow Road at Wolvercote, Oxford. The proposal has been put forward as part of a proposed residential development at Mill Road.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to introduce waiting restrictions on Mill Road and Godstow Road at Wolvercote, Oxford as advertised.

6. Oxford: Abbey Road and Cripsey Place - Proposed Amendments to Waiting Restrictions and Residents Parking Spaces (Pages 21 - 26)

Forward Plan Ref: 2018/037

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE6**).

The report presents responses received to a statutory consultation on a proposal to amend waiting restrictions and residents parking spaces on Abbey Road and Cripsey Place, Oxford put forward as part of a proposed residential development at Abbey Road.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to amend waiting restrictions and residents parking spaces on Abbey Road and Cripsey Place, Oxford as advertised.

7. North Hinksey - B4044 West Way - Proposed Puffin Crossing (Pages 27 - 36)

Forward Plan Ref: 2018/010

Contact: Hugh Potter, Team Leader, Area Operations Hub Tel: (01865) 810228

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents responses received to a statutory consultation to introduce a new puffin crossing on the B4044 West Way to replace an existing staggered pelican crossing by the Elms Parade shopping centre put forward as part of a proposed redevelopment of Elms Parade shopping centre.

The Cabinet Member for Environment is RECOMMENDED to approve the proposal to introduce a new puffin crossing on the B4044 West Way to

replace an existing staggered pelican crossing by the Elms Parade shopping centre as advertised.

8. Didcot: Collett and Hawksworth - Proposed Waiting Restrictions
(Pages 37 - 42)

Forward Plan Ref: 2017/044

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE8**).

The report presents responses received to a statutory consultation to introduce waiting restrictions on Collett and Hawksworth roads within the Southmead Industrial Estate at Didcot. The proposals have been put forward as part of a proposed commercial development at Hawksworth and in response to concerns over road safety and traffic delays arising from parking on roads within the Southmead Industrial Estate Station Road.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce waiting restrictions on Collett and Hawksworth roads within the Southmead Industrial Estate at Didcot as advertised.

9. Proposed Waiting Restrictions Radley Station, Radley (Pages 43 - 48)

Forward Plan Ref: 2017/029

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE9**).

Officers had been aware of local concerns for a number of years about commuter parking in the vicinity of Radley Station, particularly since the introduction of charges when the station car park was extended to meet the growing demand for parking there. Recognising that the station and associated car park management regime were leading to overspill into local streets, FGW (the operator of the station) provided funding to facilitate the introduction of restrictions and a number of meetings were held with Radley Parish Council, the local County Councillor and local residents to discuss possible options. In 2015 an informal consultation was carried out throughout the village seeking views on the extent of parking restrictions and in the light of the responses received an Experimental Order was introduced in late 2016.

The report considers responses and comments received following the implementation of that Experimental Traffic Regulation Order introducing parking restrictions in the vicinity of Radley Station.

An Experimental Traffic Order is one where formal consultation takes place after the scheme is introduced but prior to deciding whether to make the restrictions permanent.

The Cabinet Member for Environment is RECOMMENDED to:-

- a) approve the making of a permanent traffic regulation order for the parking restrictions in Radley that were the subject of the Experimental Order;***
- b) instruct officers to liaise with Radley Parish Council to develop additional restrictions, to carry out formal consultation and to report the results of that consultation to a future meeting (if required).***

10. A420 at Buckland - Proposed Bus Stop Clearway (Pages 49 - 56)

Forward Plan Ref: 2018/025

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE10**).

The report presents responses received to a statutory consultation to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station. The proposal has been put forward as part of a proposed development on the south side of the A420 at the Buckland Services site.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station as advertised.

11. Swinbrook and Widford - Proposed 20mph and 30mph Speed Limits (Pages 57 - 96)

Forward Plan Ref: 2017/162

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE11**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit at Swinbrook and a 30mph speed limit at Widford. The proposals put forward by Swinbrook and Widford Parish Council are in response to concerns over road safety and the wider adverse impact of traffic on residents and visitors to the villages of Swinbrook and Widford.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit at Swinbrook and a 30mph speed limit at Widford as advertised.

12. A4095 Burford Road, Witney - Proposed Shared Use Footway/Cycle Track and Toucan Crossing (Pages 97 - 102)

Forward Plan Ref: 2018/030

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE12**).

The report presents responses received to a statutory consultation to provide a shared use footway/cycle-track and toucan crossing on the A4095 Burford Road in the area between Springfield Park and Tower Hill, in Witney put forward as part of a proposed residential development on the north side of the A4095 Burford Road.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to provide a shared use footway/cycle-track and toucan crossing on the A4095 Burford Road in the area between Springfield Park and Tower Hill, in Witney as advertised.

Division(s): Barton, Sandhills & Risinghurst

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

OXFORD: VARIOUS STREETS IN BARTON AND RISINGHURST AREA - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce waiting restrictions on Burchester Avenue, Green Road, London Road Service Road, The Roundway, Northway and Wick Close, within the Barton and Risinghurst area of Oxford.

Background

2. The above proposals have been put forward by local county councillors to address parking problems in this area. Plans showing the proposals are provided at Annexes 1 to 5.

Consultation

3. Formal consultation on the proposal was carried out between 08 February and 09 March 2018. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, local Oxford City and County Councillors. Street notices were also placed in the vicinity of the proposed waiting restrictions and letters sent to approximately 90 adjacent properties.
4. Nine responses were received during the course of the consultation, comprising of the following:

Proposal	Support	Object	Neither/No comment
Burchester Avenue	1	-	8
Green Road	2	2	5
London Road Service Road	4	1	4
The Roundway	3	2	4
Northway	1	-	8

5. The responses are summarised at Annex 6. Copies of the full responses are available for inspection by County Councillors.

Response to objection and other comments

6. Thames Valley Police did not object or submit any other comments in relation to the proposals.
7. County Councillor Glynis Phillips, the member for Barton, Sandhills & Risinghurst supported all the proposals. County Councillor Roz Smith, the member for Headington and Quarry expressed no comment in respect of the proposals for Burchester Avenue, the London Road service road and Northway and no objection to the proposals for Green Road and The Roundway.
8. Six responses were received from members of the public. Two objections to the proposals for Green Road and The Roundway and one in respect of the proposal for the London Road service road. The grounds for the objections included concerns that the measures would simply transfer parking problems elsewhere and also that at The Roundway, the additional restrictions could have a significant adverse impact on local businesses.
9. Specifically in relation to The Roundway, suggestions were made that by widening the road, additional parking could be accommodated by marking parking bays at right angles to the road and also that traffic problems could be mitigated here by introducing a one-way system.
10. More general comments were made that a residents parking scheme would significantly help address parking problems in the area.
11. In respect of The Roundway, the proposed measures are considered necessary to address local difficulties associated with inconsiderate parking in the area. One likely impact of the measures if approved will be to encourage the use of the car park by customers of the McDonalds restaurant and it should be stressed that parking for customers of the other businesses will still be available in the adjacent layby with some places also available on the north west side of the road.
12. The suggested widening of the road at The Roundway to allow parking at right angles - thereby increasing the number of parking places available – is considered to be outside the scope of this project, given that it appears not all of the land required is highway and, even if this latter issue could be addressed, the costs of carrying out the works would be significant. Similarly, the suggestion for a one-way system is also considered outside the scope of this project, would require extensive further consultation and could well prove contentious due to it potentially leading to additional traffic in adjacent residential roads.
13. In respect of the requests for the introduction of a residents parking scheme, a joint project between Oxfordshire County Council and Oxford City Council to extend such schemes to other parts of Oxford is currently being developed, and would provide an appropriate opportunity to review these requests further.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

15. Funding for the proposed waiting restrictions has been provided through budgets available to Oxford City councillors.

RECOMMENDATION

16. **The Cabinet Member for Environment is RECOMMENDED to approve the proposals to introduce waiting restrictions on Burchester Avenue, Green Road, London Road Service Road, The Roundway, Northway and Wick Close, within the Barton and Risinghurst area of Oxford as advertised.**

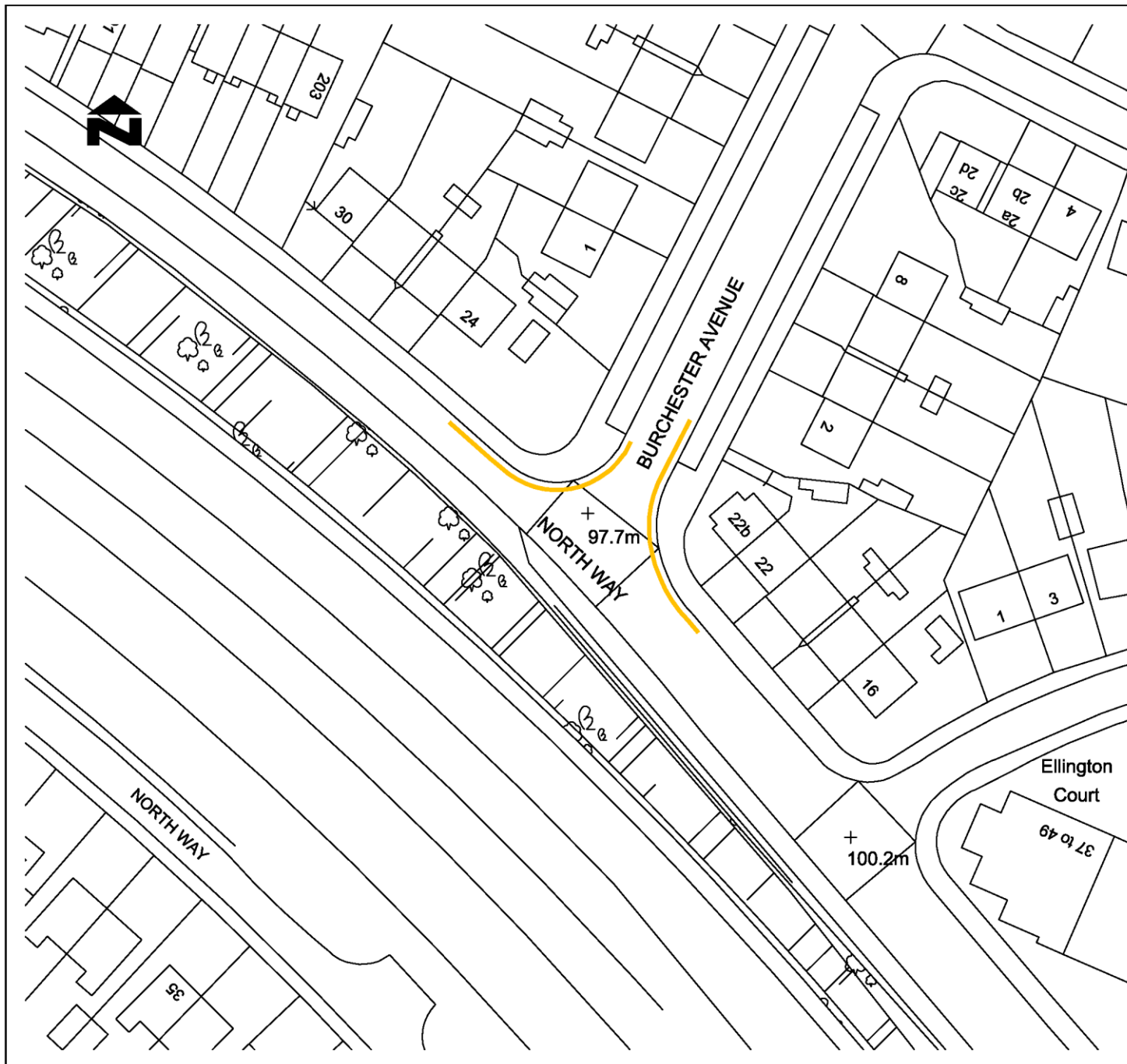
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018



Notes


Waiting Restrictions

Proposed No Waiting at any time. —

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Rev	Description	By	Date	Chk'd	Auth

 **OXFORDSHIRE COUNTY COUNCIL**

Owen Jenkins
Oxfordshire County Council
Communities
County Hall
New Road
Oxford
OX1 1ND

Project

**Oxford Various Streets
Amendments to Waiting
& Loading Restrictions
2018**

Title

**Location of Proposed
No Waiting at Any Time
Controls
Burchester Avenue/North Way Junction**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 19.01.18	Date	Date

Drawing Number Sketch 1

Rev —



Notes


Waiting Restrictions

Proposed No Waiting at any time. —

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OX1 1ND

Project

**Oxford Various Streets
Amendments to Waiting
& Loading Restrictions
2018**

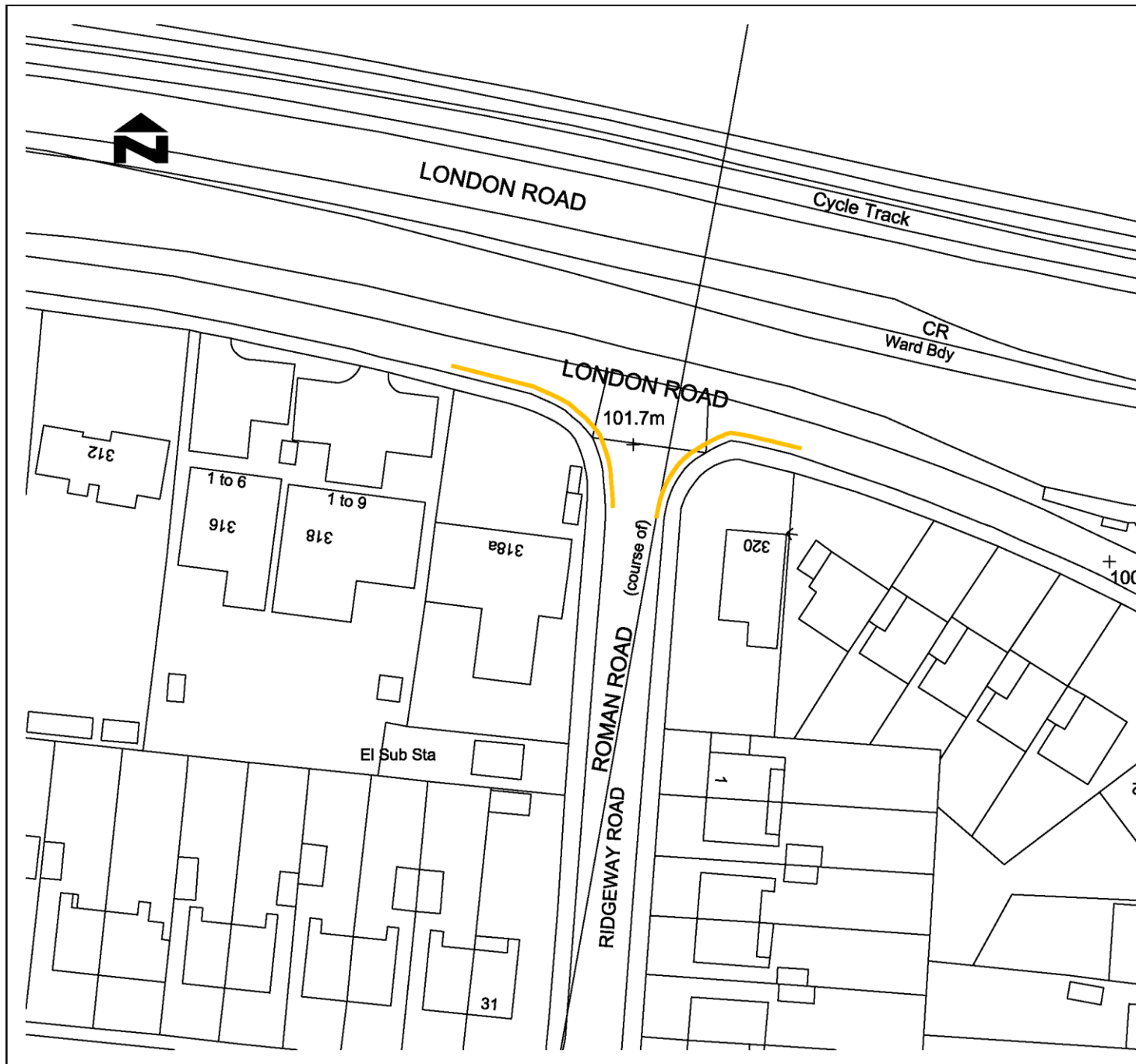
Title

**Location of Proposed
No Waiting at Any Time
Controls - Green Road**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 19.01.18	Date	Date

Drawing Number **Sketch 5**

Rev **—**



Notes

Waiting Restrictions

Proposed No Waiting at any time. ———

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**OXFORDSHIRE
COUNTY COUNCIL**

Owen Jenkins
Oxfordshire County Council
Communities
County Hall
New Road
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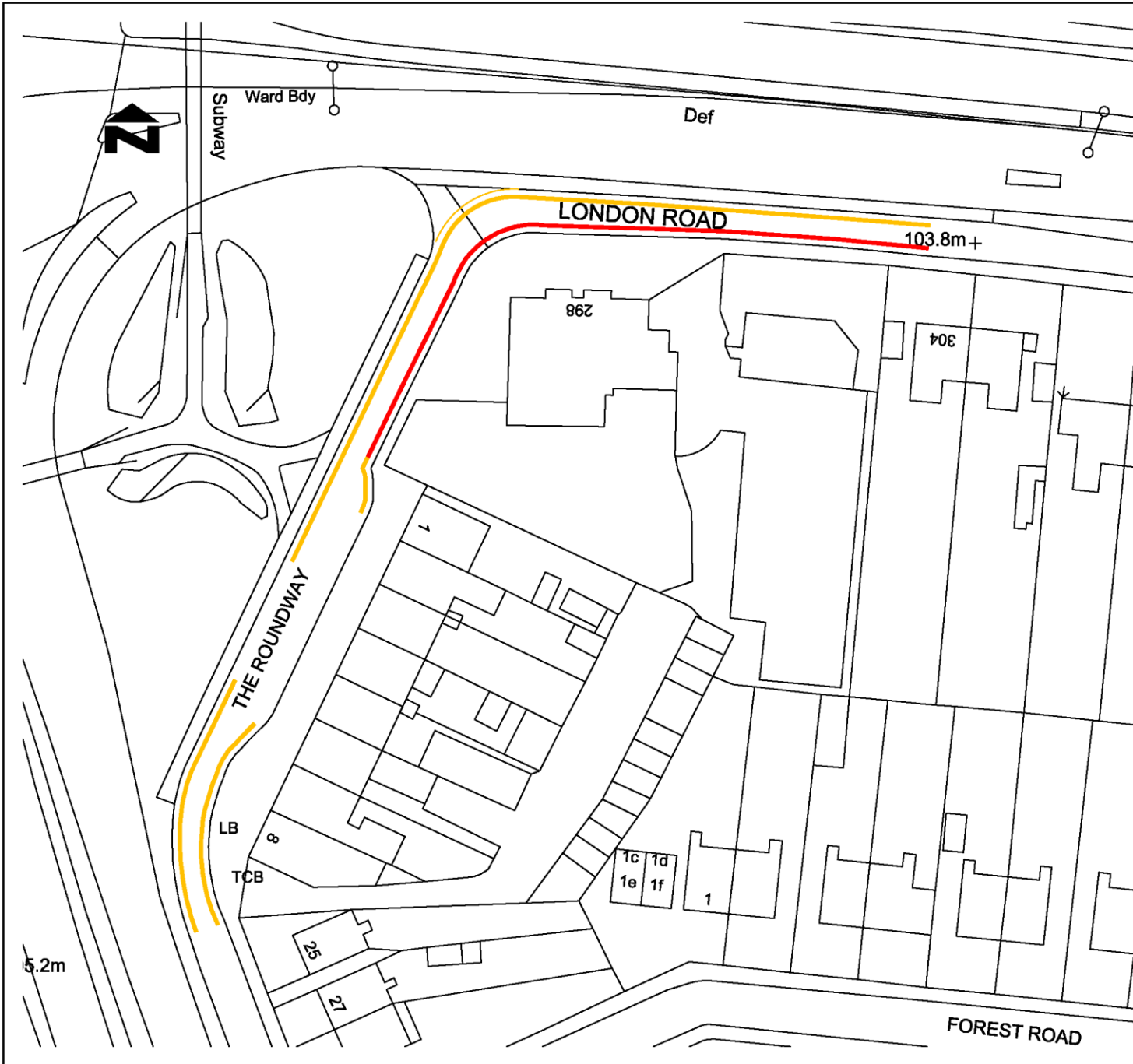
Project

**Oxford Various Streets
Amendments to Waiting
& Loading Restrictions
2018**

Title

**Location of Proposed
No Waiting at Any Time
Controls
Ridgeway Road/London Road Junction**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 19.01.18	Date	Date
Drawing Number	Sketch 4		
		Rev	—



Notes

Waiting Restrictions


Proposed No Waiting at any time. —

Existing No Waiting at any time. —

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Rev	Description	By	Date	Chk'd	Auth

 **OXFORDSHIRE COUNTY COUNCIL**

Owen Jenkins
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Project

**Oxford Various Streets
Amendments to Waiting
& Loading Restrictions
2018**

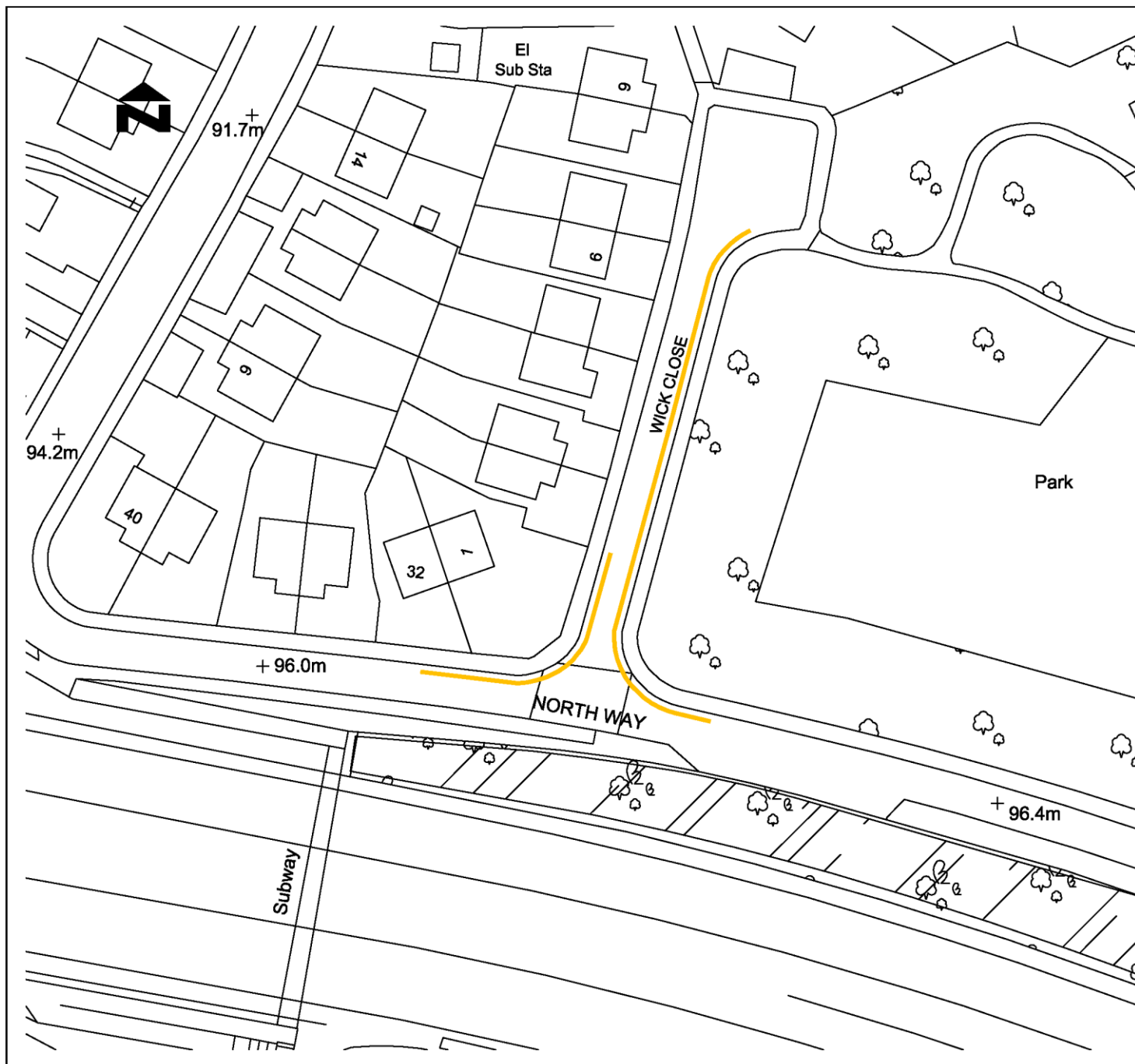
Title

**Location of Proposed
No Waiting at Any Time
Controls
The Roundway**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 19.01.18	Date	Date

Drawing Number **Sketch 3**

Rev
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Notes

Waiting Restrictions

Proposed No Waiting at any time. —

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Rev	Description	By	Date	Chk'd	Auth



**OXFORDSHIRE
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Project

**Oxford Various Streets
Amendments to Waiting
& Loading Restrictions
2018**

Title

**Location of Proposed
No Waiting at Any Time
Controls**

Wick Close/North Way Junction

Scale 1:500	Drawn By SMA	Checked By	Approved By
Date 19.01.18	Date	Date	Date

Drawing Number

Sketch 2

Rev

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – no additional comments.
(2) Cllr Glynis Phillips Councillor, (Barton, Sandhills & Risinghurst Division)	<p><u>Burchester Avenue</u> – Support – It is important that these junctions are kept clear so that emergency vehicles can access residents quickly. Visibility is also a key issue in this area.</p> <p><u>Green Road</u> – Support – Important that visibility is improved in this area.</p> <p><u>London Road Service Road</u> – Support – Important to keep this junction clear as visibility exiting from Ridgeway Road is often impaired with vans and cars. Residents have advised of the danger in exiting this junction.</p> <p><u>The Roundway</u> – Support – The road outside McDonalds is often full of cars parked outside because people are rushing in to buy food or parking to eat their food in their cars. McDonalds have increased the number of parking spaces to encourage customers to park off the road. Its also a dangerous bend and needs to kept clear of parked vehicles. The area outside the shops needs to have unrestricted parking so as not to deter customers. There is a balance to be struck between keeping the bends clear of traffic while not discouraging customers into the area.</p> <p><u>Northway</u> – Support – Important to keep this area clear of cars so that visibility on the junction is not impaired.</p>
(3) Cllr Roz Smith Councillor, (Headington & Quarry Division)	<p><u>Burchester Avenue</u> – no comment</p> <p><u>Green Road</u> – Neither – From outside number 70 towards Beaumont Road. I would support the introduction of double yellow lines on the stretch of Green Road. The road is narrow at this point and bends, restricting parking would allow vehicles to pass and give better clearance/view for resident's driveways. This stretch of road sees a high volume of traffic movement as a rat run to avoid the Green Road roundabout and has a busy garage business too.</p> <p><u>London Road Service Road</u> – no comment</p> <p><u>The Roundway</u> – Neither – The consultation drawings show quite a long length of double yellow lines. There is a popular McDonalds which does attract a high volume of cars and observations show that some drivers park inconsiderately although there is more off-road parking than in previous years.</p> <p><u>Northway</u> – no comment</p>
(4) Local Resident, (unknown)	<p><u>Burchester Avenue</u> – Neither – no comment</p> <p><u>Green Road</u> – Neither – no comment</p> <p><u>London Road Service Road</u> – Support – 100% support the proposal. Currently the traffic is terrible and these changes are much required.</p> <p><u>The Roundway</u> – Support – as above</p>

	<u>Northway</u> – Neither – no comment
(5) Local Resident, (Green Road, Headington)	<u>Burchester Avenue</u> – Neither – no comment <u>Green Road</u> – Neither – no comment <u>London Road Service Road</u> – Support – no comment <u>The Roundway</u> – Object – I live on Green Road. The proposals will simply push vehicle parking towards and past my house and down Forest Road. This area is already used daily by commuters and others which frequently prevents me parking outside my own home and occasionally blocks my driveway preventing my access or egress. It will cause similar problems for other residents in Green Road and Forest Road. I am also extremely concerned that the businesses on The Roundway will suffer significantly and may close. Any potential new businesses will be put off by the lack of parking. Suggests that the current parking bay is extended width-wise so that vehicles could park at right angles to the pavement. The number of vehicles able to park outside the shops would therefore be roughly doubled. While the current arrangement can sometimes be a little chaotic it is not dangerous. Your proposals will make the general situation here much, much worse. <u>Northway</u> – Neither – no comment
(6) Local Resident, (Ridgeway Road, Headington)	<u>Burchester Avenue</u> – Neither – no comment <u>Green Road</u> – Support – no comment <u>London Road Service Road</u> – Support – I strongly support this proposal as at present people are parking dangerously on this particular road. In addition, people park on the pavement and in areas that are already currently restricted. Therefore, I would advocate stronger enforcement of parking regulations, as well as proposed new parking restrictions. <u>The Roundway</u> – Support – no comment <u>Northway</u> – Neither – no comment
(7) Local Resident, (Green Road, Headington)	<u>Burchester Avenue</u> – Neither – no comment <u>Green Road</u> – Object – the parking restriction will be right by my house. I feel that all you are doing is pushing the parking problems on to other areas. The houses around the corner will have nowhere to park so will park outside my house and the neighbouring business. On a Monday - Friday Green Road is full of commuters cars who are forced to park on Green road and surrounding streets due to local parking restrictions. This means we have very little parking in this area and the double yellow lines will make it far worse. I have two young daughters who drive and I am concerned that there will be no parking for them at night forcing them to park their cars far away from our house in areas that are not very well lit at night, making me worried for their safety. <u>London Road Service Road</u> – Object – I feel this will affect the businesses on The Roundway as there will be no parking for customers. I think we should support local business making it easier for people to access them. <u>The Roundway</u> – Object – I feel that parking restrictions like this will ruin local business which are having a hard enough time to survive.

	<u>Northway</u> – Neither – no comment
(8) Local Resident, (Green Road, Headington)	<p><u>Burchester Avenue</u> – Neither – no comment</p> <p><u>Green Road</u> – Object – I feel these restrictions are unnecessary as the corner has wooden bollards on the corner mean you can't park on the corner anyway. Also we get a lot of commuters parking in this area and I feel the restrictions are just forcing the issue on other places. I run the business quarry motoring centre and these restrictions will have an effect on my business making it impossible for my customers to park. The corner you are proposing the lines on is not dangerous and we do not have accidents there. By removing more parking I feel people will block the other corners making them dangerous.</p> <p><u>London Road Service Road</u> – Neither – no comment</p> <p><u>The Roundway</u> – Neither – no comment</p> <p><u>Northway</u> – Neither – no comment</p>
(9) Local Resident, (unknown)	<p><u>Burchester Avenue</u> – no comment</p> <p><u>Green Road</u> – no comment</p> <p><u>London Road Service Road</u> – no comment</p> <p><u>The Roundway</u> – Neither – With regard to The Roundway prohibition except for outside the shops, as a shop tennant I do feel the road outside the shops would benefit from being a one way system, parking is a main issue, especially from cars not even using the shops which does cause the road to be at a grid lock most of the time, with parking restrictions each side of the Roundway surely this will get worse, at least with one way traffic, cars, delivery vans etc will be able to get through safely, also i feel the parking outside the shops should be for shop use only, possibly with a minimum waiting time.</p> <p><u>Northway</u> – no comment</p>

Division(s): Wolvercote & Summertown

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

OXFORD: MILL ROAD AND GODSTOW ROAD AT WOLVERCOTE - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce waiting restrictions on Mill Road and Godstow Road at Wolvercote, Oxford.

Background

2. The above proposal has been put forward as part of a proposed residential development at Mill Road. A plan showing the proposal is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 22 February and 23 March 2018. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, Fire & Rescue Service, Ambulance service, Oxford City Council, local County Councillor as well as the local City Councillors. Street notices were also placed in the vicinity of the proposed waiting restrictions and letters sent to approximately 50 adjacent premises.
4. Four responses were received during the consultation. One objection, one expression of support and two responses expressing no objection but one of those two responses included a query on whether the plan used for the consultation reflected a subsequent amendment to the proposed new road layout. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objection and other comments

5. Thames Valley Police response expressed no objection to the proposal.
6. The expression of support was from a resident of Mill Road. Their response also noted that most of the road was not highway and requested that an advisory sign be provided at the entry to the length that is private road to deter non-residents from parking here. This request will be passed on to the developer for their consideration while noting that such a sign could be

provided by the owners of the private road without requiring approval of the County Council should this prove to be an issue following the construction of the development.

7. The objection was also from a resident of Mill Road who was concerned that the proposed prohibition of waiting on the north side of Mill Road would encourage parking on the south side adjacent to the houses here and so result in a nuisance to residents. While this concern is noted, the proposed extent of the prohibition extends only approximately 15 metres west of the new junction and, therefore, would leave a significant amount of kerb space available for parking on the north side of the road.
8. The Wolvercote Neighbourhood Forum expressed no objection to the proposal but queried if the plan used for the consultation (as shown at Annex 1) reflected the latest approved layout of the new junction. I can confirm that the plan is correct in respect of the proposed waiting restrictions.

How the Project supports LTP4 Objectives

9. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

10. Funding for the proposed waiting restrictions has been provided from the developers of land off Mill Road.

RECOMMENDATION

11. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to introduce waiting restrictions on Mill Road and Godstow Road at Wolvercote, Oxford as advertised.**

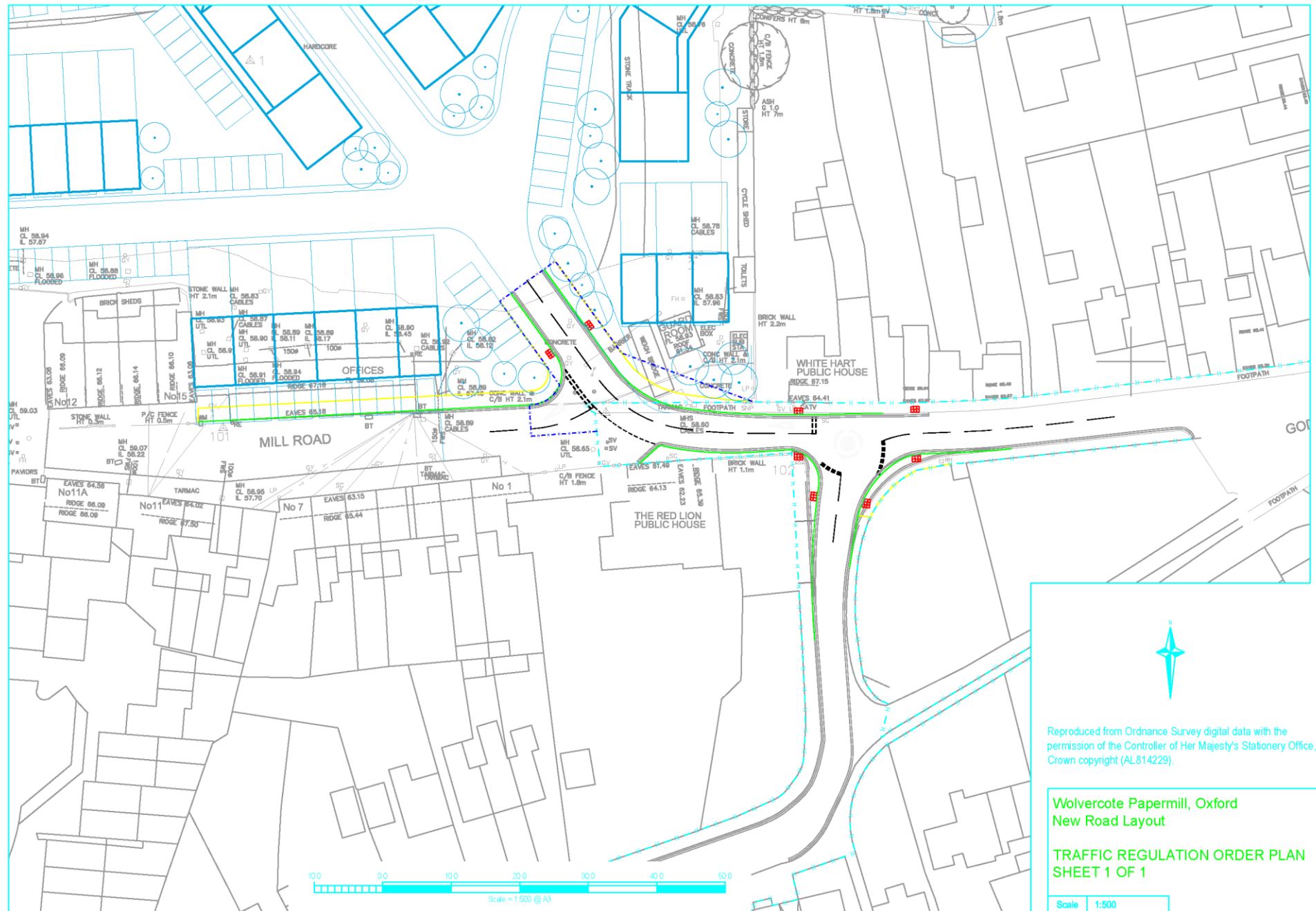
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018



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Wolvercote Papermill, Oxford
New Road Layout

TRAFFIC REGULATION ORDER PLAN
SHEET 1 OF 1

Scale	1:500
Date	November 2017

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	Neither - this area falls within an area of Civil Parking Enforcement, therefore these restrictions place no burden upon Thames Valley Police.
() Local Resident, (Mill Road, Wolvercote)	<p>Object - I do not have any objection in principle to the proposal to impose parking restrictions on these streets, but I have two concerns about the proposals as they affect Mill Road.</p> <p>(a) The proposal is to allow free parking on the south side of Mill Road but not the north. It ought to be the other way round ... there are houses (including mine) on the south side, with frontages on the road, and it is horrible to have cars right in front of the living room window. There are no houses on the south side, just a fence and derelict offices.</p> <p>(b) There should be sufficient 'residents only' spaces: even with unrestricted parking it is often hard for residents to find anywhere to park.</p>
() Local Resident, (Mill Road, Wolvercote)	Support - we are delighted with your proposals. We have one other suggestion/request. Mill Road from Jacobs Inn boundary is a private unapproved road. I can envisage a lot of parking disputes when outsiders try to park down Mill Road, especially after your double yellow lines further restrict parking. As I understand the law the only people who have a right to park are those whose houses have frontage on the private road. Would the Council be able to erect a prominent sign saying 'PRIVATE ROAD, RESIDENTS ONLY PARKING ' or words to that effect.
() Wolvercote Neighbourhood Forum	<p>Neither - we would like to point out to you that the road layout shown on your proposed drawing dated November 2017 does not accord with the modified layout which the developer of the adjacent land recently presented to our neighbourhood at a public exhibition. We suggest that the modified layout could affect your proposals and we suggest that you seek further details from the developer before proceeding with this proposal.</p> <p>The planning consent reference for the proposed development is: 13/01861/OUT and relates to Wolvercote Paper Mill Site.</p>

CMDE5

Division(s): Jericho & Osney

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

OXFORD: ABBEY ROAD AND CRIPLEY PLACE - PROPOSED AMENDMENT TO WAITING RESTRICTIONS AND RESIDENTS PARKING SPACES

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation on a proposal to amend waiting restrictions and residents parking spaces on Abbey Road and Cripsey Place, Oxford.

Background

2. The above proposal has been put forward as part of a proposed residential development at Abbey Road. A plan showing the proposal is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 25 January and 16 February 2018. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, Oxford City Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed waiting restrictions and letters sent to approximately 20 adjacent properties.
4. Eight responses were received. 5 objections (60%) to the Abbey Road proposals and 4 objections (50%) for Cripsey Place. These responses are summarised at Annex. Copies of the full responses are available for inspection by County Councillors.

Response to objection and other comments

5. Thames Valley Police did not object to the proposals as advertised.
6. The objections and other responses were all from residents of the area primarily citing concerns that insufficient parking was provided for residents and that the current two-hour shared bays in Cripsey Place and the wider area were often abused by non-residents' vehicles over-staying this limit. That caused problems due to drivers searching for available spaces, noting that the area was close to the city centre and was, therefore, particularly prone to such behaviour.

7. The proposals for Abbey Road are for permit holder parking only and for Cripsey Place, the replacement of a currently unrestricted bay with a bay available for residents or two-hour waiting by non-residents. The proposals, therefore, would appear to be helping address the concerns raised by residents over the availability of residents parking places; although it is accepted that there may well be a case for a wider review of parking provision in the area. That would appear to be a wider matter than the changes being proposed in connection with the residential development on Abbey Road which is funding the proposals.

How the Project supports LTP4 Objectives

7. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

8. Funding for the proposed waiting restrictions and amendment to residents parking spaces has been provided from the developers of land at Abbey Road

RECOMMENDATION

9. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to amend waiting restrictions and residents parking spaces on Abbey Road and Cripsey Place, Oxford as advertised.**

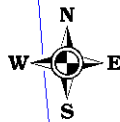
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018

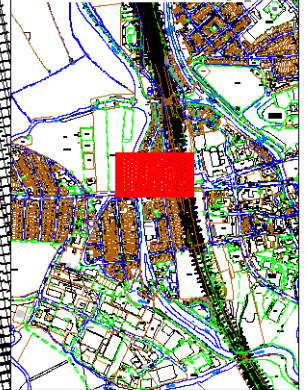


Shared use bays & Double Yellow Lines
become Permit Holders Only parking

Uncontrolled Parking
becomes 2 hour shared use
parking

No changes in
Cripsey Road

Location Map



Key to Restriction Types Displayed

- No waiting at any time
- Parking, permit holders or 2 hours. No return within 2 hours
- Parking for residents (by permit) and residents' visitors only

BOTLEY ROAD

Osney Bridge

Hotel

SCALE

NTS

DATE

15/12/2017

DRAWING No.

DRAWN BY



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



Proposed parking changes Abbey Road & Cripsey Place West Oxford

RESPONDENT	SUMMARISED COMMENTS
Traffic Management Officer, (Thames Valley Police)	No objection.
Local Resident, (Abbey Road, Botley)	<p><u>Abbey Road</u> – Object – With the Cala homes development it is essential that existing and new residents have adequate parking in this area. I am pleased to see that the uncontrolled parking bay is to go, which is permanently abused by long stay parking. the biggest bugbear in this area is coaches overstaying their welcome, often on double yellow lines for drop offs staying at the yha or one hour plus meal drops at 'the one' pub/restaurant, often with the engines running to keep the 'aircon' running. Please have a dedicated drop off site for the yha, and ban coaches parking at length. Residents parking permits should include Cripsey road in the same way as Abbey road.</p> <p><u>Cripsey Place</u> – Support – My comments above cover most of this issue. Cripsey place must not be turned into a 'rat run'. nor an area for loitering taxis at all hours. Instigate some forward planning now with the future railway site redevelopment taken into consideration that will then be established in good time without more amendments and expense. aka Frideswide square!</p>
Local Resident, (unknown)	<p><u>Abbey Road</u> – Neither – I believe there are too few shared bays in Abbey Road as the permit only bays are often only partially used during the day. I would like to see the same number of shared spaces on the east side of Abbey Road as on the west side.</p> <p><u>Cripsey Place</u> – Neither – There are two 1-hour spaces adjacent to 'Go Eat' in Cripsey Road. I would like to see these changed to two hour spaces as a quid-pro-quo for removing the two unrestricted spaces in Cripsey Place.</p>
Local Resident, (Cripsey Road, Botley)	<p><u>Abbey Road</u> – Neither – see below</p> <p><u>Cripsey Place</u> - Neither- Preference is to remove the provision for two hour waiting – this does not benefit residents and leads to non-residents circling the area in the hope of finding a space to then travel to the nearby city centre; in addition to the inconvenience and noise, such users also leave litter etc. in the areas.</p>
Local Resident, (Abbey Road area)	<p><u>Abbey Road</u> – Object – see below</p> <p><u>Cripsey Place</u> - Object - Why, is there no attempt to use this review to sort out the parking issues on Cripsey road?! If the Council could make all of Cripsey Road double yellow/residents' parking - as it clearly should be (it being a residential street not a short stay car park) then coaches would not be drawn into the street.</p>

CMDE6

Local Resident, (Abbey Road area)	<p><u>Abbey Road</u> – Object – see below</p> <p><u>Cripley Place</u> - Object - Whatever the good intentions of the last review and subsequent changes (I was told something about easing strain on residents parking in Mill St), it clearly hasn't worked. The residents side is usually not full to capacity and the 2hr bays are almost always filled by either shoppers or coaches! So, as James and I have pointed out repeatedly, it's not only failed it's made things far worse for local residents</p>
Local Resident, (Abbey Road area)	<p><u>Abbey Road</u> – Object – see below</p> <p><u>Cripley Place</u> - Object - Just to add - the 2 hour parking spaces are very rarely used by residents. I always see people returning with shopping bags (why bother paying for parking in the city centre when you can park for free!) At the weekend in particular you see so many cars driving around waiting for a parking space to become free. The temporary car park that was set up in Oxpens should be turned back into a coach park before the summer (at least until a better solution for tourist coaches is found).The spaces should be residents only.</p>
Local Resident, (Abbey Road area)	<p><u>Abbey Road</u> – Object – see below</p> <p><u>Cripley Place</u> - Object - My view is close down these bays and make them all residential, preserving our neighbourhood and the environment.</p>

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Division(s): North Hinksey

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

NORTH HINKSEY: B4044 WEST WAY – PROPOSED PUFFIN CROSSING

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce a new puffin crossing on the B4044 West Way to replace an existing staggered pelican crossing by the Elms Parade shopping centre.

Background

2. The above proposal has been put forward as part of a proposed redevelopment of Elms Parade shopping centre; a plan showing the proposal is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 18 January and 16 February 2018. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Oxford City Council, North Hinksey Parish Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed puffin crossing and letters sent to approximately 40 adjacent properties.
4. Twenty-three responses were received during the course of the consultation. Ten objections (43%), seven in support (30%) and six neither objecting or supporting (26%). These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

5. Thames Valley Police have not objected to the proposals.
6. County Councillor Judy Roberts supported the proposal with the proviso that the crossing operates as a 'straight through' crossing (as opposed to two separate crossings for the east and westbound traffic lanes), which is confirmed will be the case.
7. Councillor Roberts also expressed concerns over the comparatively narrow width of the footway on the north side of the road, especially taking account of

the number of pedestrians at school journey times and the regular use of the footway by those using mobility scooters and buggies etc., noting also that at the location of the crossing planting in the adjacent gardens has been allowed to grow over the footway further narrowing its effective width. It is accepted that the footway between the Poplar Road and Elms Road junction is quite narrow (typically around 2.4 metres width) but it is not considered viable to widen this while also retaining the right turn lane provision to Poplar Road and the bus layby on the south side of the road. The overgrowth of vegetation from the adjacent gardens will, however, be investigated and the property owners requested to address this both to provide more space for pedestrians and to remove any risk of the signal heads being obscured.

8. A further concern raised by Councillor Roberts related to the speed of traffic, with a request being made for an advisory 20mph speed limit to apply at school journey times. Provision of such signing will be investigated subject to funding being identified.
9. North Hinksey Parish Council expressed neither support or objection to the proposal but raised similar concerns over the narrow width of the footway on the north side of the road and the overhanging vegetation and also queried the retention of the central island given that a 'straight through' crossing is to be provided, with the space gained being used to widen the footway on the north side. However, for the reasons given above it is not considered viable to do that.
10. Botley Primary School similarly expressed neither support or objection to the proposal with the proviso that the proposed provision is a 'straight through' crossing but also noted the broader concerns about the narrow width of the footway on the north side of the road.
11. The Vale of the White Horse District Council have not objected to the proposal.
12. Ten members of the public expressed objections to the proposal. The majority of those cited concerns about the narrow width of the footway on the north side of the road with additional concerns and observations including the potential additional traffic delays with a 'straight through' crossing due to the longer time traffic would be held on red to allow pedestrians to cross both the east and west bound traffic lanes, the proximity of the bus layby on the south side of the road, a concern that a toucan crossing should be provided to also cater for cyclists, traffic speeds in the vicinity and that the existing staggered layout was preferable and better catered for existing pedestrian crossing demands.
13. Six members of the public expressed support for the proposals with a further two expressing neither support or objection. However, most of those responding cited concerns about the width of the footway on the north side of the road, with concerns over the speed of traffic also being raised with some requesting that a 20mph speed limit be introduced.

14. In response to the additional matters being raised by members of the public, the impact of the crossing on traffic delays has been assessed, noting that crossings of this type are provided on appreciably busier roads with a similar width and that the design takes into account the proximity of the layby on the south side of the road. A toucan crossing is not considered appropriate at this location as such crossings are only provided where there is linking off carriageway cycle provision. That is not the case here.
15. The requests for a formal 20mph speed limit are noted and will be investigated as part of a wider project to improve this road.

How the Project supports LTP4 Objectives

16. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

17. Funding for the proposed waiting restrictions has been provided from the developers of the Elms Parade shopping centre.

RECOMMENDATION

18. **The Cabinet Member for Environment is RECOMMENDED to approve the proposal to introduce a new puffin crossing on the B4044 West Way to replace an existing staggered pelican crossing by the Elms Parade shopping centre as advertised.**

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018

PLOT DATE: 07 December 2017 12:10:08

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – no additional comments
(9) Cllr Judy Roberts, local member	Support - Overall this is a much needed replacement to the current sheep pen design but it must operate with both sides of the road stopped simultaneously so that it would be safe for children to run straight across as some will do. The pavement on the north side of West Way is too narrow. This pavement has to accommodate wheelchairs and mobility scooters; at peak times children spill into the road whilst waiting already. It would be beneficial if there was also a flashing school children speed restriction of 20 mph at the start and end of the school day. There is a plant placed in front of the PTL in the easterly direction, I think this is unwise as OCC highways maintenance budget is very small and it would be unsafe if the signal became obscured by plant growth in the future. As the County Councillor for this area I hope these concerns will be addressed.
(2) North Hinksey Parish Council	Neither - it is not possible for NHPC at this point in time to provide a detailed final response to the proposals, due to (a) the lack of clarification as to whether these proposals would be temporary or of a permanent nature, and (b) the lack of a legend for the proposed plans. However, Parish Councillors do wish to ensure that the following concerns are noted: <ul style="list-style-type: none"> the height and overhanging from nearby hedges and the narrowness of the pavement at the crossing on the north side of West Way combining to cause problems for groups of people (particularly parents with schoolchildren and toddlers) gathered waiting to cross West Way, and also for other pedestrians wishing to pass them on the pavement, queries as to whether the central reservation is to remain in place in the long term as indicated on these plans, as there appeared to be no benefit gained from retaining it given that this is intended as a single straight over crossing, whereas removing it could give more scope for widening the pavement.
(3) Vale of White Horse District Council	No objection – no additional comments
(4) Botley School	Neither - as the biggest user of the crossing, we have to ensure it is the best and safest option for all pedestrians. <ol style="list-style-type: none"> We were pleased to see the “dog leg” central reservation removed from the plans as this was very hazardous at peak times, not adequate to safely contain the numbers crossing in one go at peak times. However, we do

	<p>need to be reassured that the new crossing will allow all pedestrians time to cross the entire carriageway without needing to stop half way.</p> <p>2. We have had concerns about the tremendous speed the proximity of buses and taxi's using the bus lane to pedestrians, with huge potential for them being clipped by as vehicles speed passed impatiently, especially with the increase of queueing traffic on West Way. The pavement on the Elms Road side of the proposed crossing are very narrow, completely inadequate to safely accommodate the 450 children, their parents, with buggies, bikes and scooters, all arriving and leaving at the same time every day. We have already had one pupil knocked down at the current crossing, we do not want another.</p> <p>Myself and the Governors of Botley School need reassurance that the safety and wellbeing of pupils, their parents and staff will be at the centre of any decision-making process.</p>
(5) Local Resident, (unknown)	Support - I remember using this crossing when I used to go to Primary School...! But I can see it would improve and speed crossing the road for the children and parents, plus make it safer because the green man will appear on the same side of road as you so will help children crossing the road, which can only be a good thing.
(6) Local Resident, (Arthray Road, Botley)	Support - I can understand why the crossing is being straightened. Hopefully it will mean that more people will actually use the crossing, as many people don't use the staggered part of the crossing and cross at either end of the current central section instead, which is dangerous especially when children are being taken this way. However - with a straight crossing it is essential that the traffic will stop in both directions at the same time and pedestrians given enough time to cross the full width of the road. Another key point, is that this is the perfect opportunity to widen the pavement on the side nearest Poplar Road; the pavement here is too narrow and already with the existing crossing, particularly at school pick up time, children are forced to stand right at the edge of the pavement with buses whizzing by, and people wanting not walk along the pavement can't easily get past the people waiting to cross. This is even more of a problem when people with mobility scooters, pushchairs and prams are added to the mix.
(7) Local Resident, (unknown)	Support – no comment
(8) Local Resident, (unknown)	Support - I agree with Cllr Hallett's two provisos; 1) that the pavement is too narrow for safety on the north side and 2) that a speed limit of 20mph should be enforced here to reduce the chances of serious collision.
(10) Local Resident, (unknown)	Object - The footpath on north side needs to be widened first, then a staggered crossing retained. It was made staggered for a reason, to stop children running across both lanes thinking the 2nd lane had stopped when in fact their lights were still on green. I think this was done following an accident in the 70's. If you stop both lanes together it will have to be for a longer period and this will cause unnecessary congestion.

(11) Local Resident, (Eynsham Road, Botley)	Object - This is a very busy junction which needs to be carefully crafted. Currently the proposal doesn't allow room for the many school age children to wait before crossing the road. I propose the road is narrowed to slow traffic down - buses and cars all speed up when leaving Oxford which has caused many very serious crashes between vulnerable road users and motor vehicles.
(12) Local Resident, (Sycamore Road, Botley)	Object - As the local District Councillor and a parent of children at Botley school, I am fully supportive of the crossing being changed to one that goes straight across, without having to wait inside a 'pen' in the centre of the road. This will mean children only having to wait next to the traffic once, rather than twice when crossing, and increase visibility around the crossing. However I object to the design for this crossing because the pavement on the north side of West Way is too narrow, especially at busy times, like after school, there are dozens of children, students getting off the bus having returned from Bartholomew School and other people all waiting to cross, and also giving consideration to those using wheelchairs and mobility scooters etc.. They simply cannot fit on the pavement when the new crossing will be situated. The home owner just behind the crossing has a hedge which, when is due for a trim, restricts the space event further. It seems inefficient and short-sighted not to widen the pavement here whilst putting the new crossing in. The space between the two lanes of traffic could be reduced leaving room to widen the pavement. Or the road lay out could be adjusted in another way to ensure the pavement is wider at this point next to the crossing. The Liberal Democrat group on the Vale DC support my position outlined above and we would all like to see the pavement widened. I am happy to discuss over the phone or meet someone at the site to explain further my concerns and possible solutions.
(13) Local Resident, (Eynsham Road, Botley)	Object - The relocation of the pedestrian crossing is to allow the opening of an access to Church Way from West Way. This new access is limited to delivery vehicles to the centre making left-in turns only. I wish to make the following comments. <u>Location</u> - The location seems to be less suitable than the current location. It is close to the bus stop layby, and where the pavement narrows. This will reduce the available space for people waiting to cross. At the start and end of the school day, there are many parents, with small children, push chairs etc. I worry that there will be congestion and conflict between people at the bus stop and those waiting to cross. I worry that people may be too close to the edge of the pavement at the end of the lay by where the buses turn in. <u>Straight across</u> - The lights will be required to stop the traffic both ways, for the duration required for crossing the full width of the road, (rather than two phases to the central refuge as currently). This will create longer duration stops for the traffic, which may cause an issue at busy times. Traffic frequently backs up to the lights by Macdonald's. <u>Trees</u> - Trees are proposed on the pavement, either side of the crossing, to replace those trees within the development site which have TPOs. This will reduce the useable width of the pavement, and may in the long term create problems

	with roots lifting the paving surface. They will also impede on the line of sight between the on-coming traffic and people on the pavement and the bus stop.
(14) Local Resident, (Crabtree Road, Botley)	Support - I think it would be a sensible idea to consider the width of the pavement on the Botley school/seacourt pub side of the road as it becomes very congested with school children during drop off & pick up. It is quite narrow with hedges encroaching.
(15) Local Resident, (unknown)	Object - I live next to this crossing and see no reason to change it. There have been accidents in the past but only because drivers have failed to stop at the lights or pedestrians haven't looked before crossing. The other Puffin crossings I've used are difficult as they don't give enough time to get across and also the signal to cross isn't easy to see. Lots of children and parents cross here during the school day and the staggered crossing means they are less likely to race out onto the road.
(16) Local Resident, (unknown)	Support - Please consider widening the pavement on the Elms Road side of the crossing. The pavement is currently too narrow for the volume of people (as well as pushchairs, mobility scooters and other wheeled items) that use it at school drop off and pick up times. I always ensure my son walks inside me, next to the hedge as I am terrified of the buses that whizz past very close to the pavement edge.
(17) Local Resident, (Stanley Close, Botley)	Object - The crossing design is not sufficient to safe guard children, parents and other pedestrians on the Elms Road side of West Way. This side should be made wider and OCC must enforce the home owners on this side to completely remove hedges which are faintly outlined on the plans. The overhang removes at least 70cm of pavement from the waiting area where other pedestrians need to go past. The traffic light posts themselves also take up space causing pedestrians to pass them on the road side when it is busy; again endangering all road and pavement users at these busy time. At 3:15-4:00 when it is very busy on the road and the crossing (pavement) buses fly past too fast and everyday narrowly missing people standing waiting for the lights to change. Buses should be forced to join the main traffic flow at this point and the pavement/waiting zone be widened.
(18) Local Resident, (Cumnor Rise Road, Oxford)	Object - the crossing is too close to the bus lay-by on the south side of West Way and there would be insufficient pavement space on either side of West Way to accommodate pedestrians waiting to cross. The proposed position would increase the danger to westbound cyclists. The lack of pavement space would be a major problem during school run times and rush hours more widely. On the south side, the proximity of the lay-by restricts space for those queuing to cross and other pedestrians would have to step into the roadway to get past. In addition, the submitted plan omits to show the large tree pits on either side of the crossing proposed in the developer's landscape scheme (P18/V0120/DIS, drwg 1085.01.004 Rev P1); these further restrict space. Also, long gaps between the Puffin crossing being on green, as might be expected on this strategic route, would increase the build-up of waiting pedestrians.
(19) Local Resident, (Haines Court, Marcham)	Neither - Whilst I agree to getting rid of the metal barriers, at least that stopped children from just rushing across the road. My main concern is the narrow pavement on the school side of the road. At school times there are several children (some with bikes and scooters) and adults (some with pushchairs and prams) crossing at the same time, as

	<p>well as locals with mobility scooters. Those people not crossing have difficulty walking passed those waiting to cross especially where there are hedges from gardens overhanging the pavement. Although I know what a Puffin crossing is, does it give a loud sound when it is okay to cross the road? That is something lacking at the moment as partially sighted people don't know when it is safe to cross. I take and fetch my grandchild (soon to be two) to Botley Primary School and have found it very unsafe as it is at the moment in that the lights change all too quickly only allowing about 5 people to cross over before the lights change. Slow elderly people cannot be expected to rush across. I trust all these problems can be overcome if the crossing should change to a Puffin crossing and be moved nearer to Poplar Road.</p>
(20) Local Resident, (Pinnocks Way)	<p>Object - The plans will resolve nothing on the Elms Road side of the crossing. The crossing design is not sufficient to safe guard children, parents and other pedestrians on the Elms Road side of West Way. This side should be made wider and OCC must enforce the home owners to completely remove hedges which are faintly outlined on the plans. The overhang removes at least 70cm of pavement from the waiting area where other pedestrians need to go past. The traffic light posts themselves (PTL on the plan) also take up space causing pedestrians to pass them on the road side when it is busy; again endangering all road and pavement users at these busy times. Buses should be forced to join the main traffic flow at this point and the pavement/waiting zone be widened.</p>
(21) Local Resident, (Sycamore Road, Oxford)	<p>Neither - I have two main worries, First, this is the main crossing for pupils to get to school and back home again. At the rush hour, the pavement on the north side of West Way isn't wide enough to hold everyone safely. Crowds of people waiting to cross West Way mean others who are trying to pass by can sometimes be forced off the pavement into the street. There is no slack here; parents waiting on the pavement have been hit by bus mirrors. It's that close to traffic. Can the pavement be made wider, safer and more capacious here? Second, a 20mph limit would be helpful- HGVs, service vehicles, cars, cycles, pedestrians, parents pushing push chairs, wheelchair users and blind people are all sharing the road and pavement here. Plus this crosswalk is just as west bound buses reach the bus stop and pull in.</p>
(22) Local Resident, (Montagu Road, Oxford)	<p>Object - Whilst a puffin crossing may be an improvement from the existing pelican crossing; I would've expected a justification as to why a toucan crossing is not appropriate here to accompany the plans. This is an important crossing to school, between primarily shopping areas and residential areas of the Botley settlement. As such you should be planning for routes for all sustainable transport modes first. It is reasonable to expect large numbers of children to wish to cross the road here on bikes for example.</p>
(23) Local Resident, (Hurst Rise, Botley)	<p>Object - The majority of users of the crossing approach from the south side (Elms Rise), crossing the road to reach the GP surgery and primary school in Elms Road. For them the crossing is in the right place. But there is also a steady flow of pedestrians from the north side (Poplar, Hazel and Seacourt Roads), crossing the road to reach the shops. These include the residents of the older people's bungalows at the end of Seacourt Road, many of whom are slow walkers or in motorised wheel chairs. The traffic lights at the junction with Westminster Way mean that traffic coming from the City generally approaches the crossing at lowish speed whereas on the other side of the road traffic has had a steady run from Cumnor Hill and approaches faster. Could this make it harder to judge whether it's safe to cross when</p>

	<p>the lights are about to change? A broad line painted back from the kerb and extended railings along the pavement should help, along with strongly reinforced road safety training and adult vigilance. Would it not be better to wait and see what all the claims on the West Way s106 amount to, esp re cycling safety and the probable need for a residents' parking scheme? We already have a pedestrian crossing, even if imperfect. On busy roads in the City pavements have been widened to overcome the danger of bunched up pedestrians balancing on the kerb waiting to cross the road. On the north side of West Way high hedges in the gardens to the west of the bus stop make it difficult for pedestrians to see oncoming traffic. A 20mph speed limit would be helpful and this would be an appropriate time for this to be introduced.</p>
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Division(s): Didcot Ladygrove

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

DIDCOT: COLLETT AND HAWKSWORTH - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce waiting restrictions on Collett and Hawksworth roads within the Southmead Industrial Estate at Didcot.

Background

2. The above proposals have been put forward as part of a proposed commercial development at Hawksworth and in response to concerns over road safety and traffic delays arising from parking on roads within the Southmead Industrial Estate Station Road. A plan showing the proposal is provided at Annex 1.

Consultation

3. An informal local consultation was carried out between 26 July and 25 August 2017 seeking views on the proposals to introduce parking restrictions on Hawksworth, Collett and Gooch within the Southmead Industrial Estate. Letters were sent to approximately 130 properties/units within the estate.
4. Following analysis by the Area Traffic Officers of the comments received (approximately 30) during the informal consultation, the proposals were refined after which it was decided not to progress most of the restrictions for Collett and Gooch to formal consultation.

Formal consultation on the amended proposal was then carried out between 15 February and 16 March 2018. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Didcot Town Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed waiting restrictions and letters sent to adjacent properties.

5. Eight responses were received. 3 in support (37%), 3 objectiing (37%) and 2 not objecting but submitting comments These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objection and other comments

6. Thames Valley Police did not object to the proposals but felt more emphasis should be placed on good driver behaviour, noting that potential enforcement within the Hawksworth area would be an extremely low priority.
7. Didcot Town Council and South Oxfordshire District Council support the proposals with a further expression of support received from a local business.
8. Three objections were received from local businesses. All raised concerns about the danger and obstruction caused by current parking in the area, particularly by HGV's, and requested that the waiting restrictions should be extended in scope, particularly in view of the likelihood of problems being locally intensified by the displacement of parking if the current proposals were introduced. Similar concerns were raised by a respondent who did not, however, express them as an objection.
9. It is accepted that the implementation of the proposed restrictions will not fully resolve the parking issues in this area and that the concerns over the potential displacement of parking to other areas is a risk. However, the responses to the informal consultation highlighted that it is likely to be very difficult to fully cater for the competing demands in this area but it is considered that the proposals as advertised will be a helpful step in managing parking in the area. If approved, the effect to the restrictions will be monitored and consideration given to introducing additional restrictions (subject to a further consultation) if such a need is identified.

How the Project supports LTP4 Objectives

10. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

11. Funding for the proposed waiting restrictions has been provided from the developers of land at Hawksworth and from Oxfordshire County Councils revenue budget.

RECOMMENDATION

12. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce waiting restrictions on Collett and Hawksworth roads within the Southmead Industrial Estate at Didcot as advertised.**

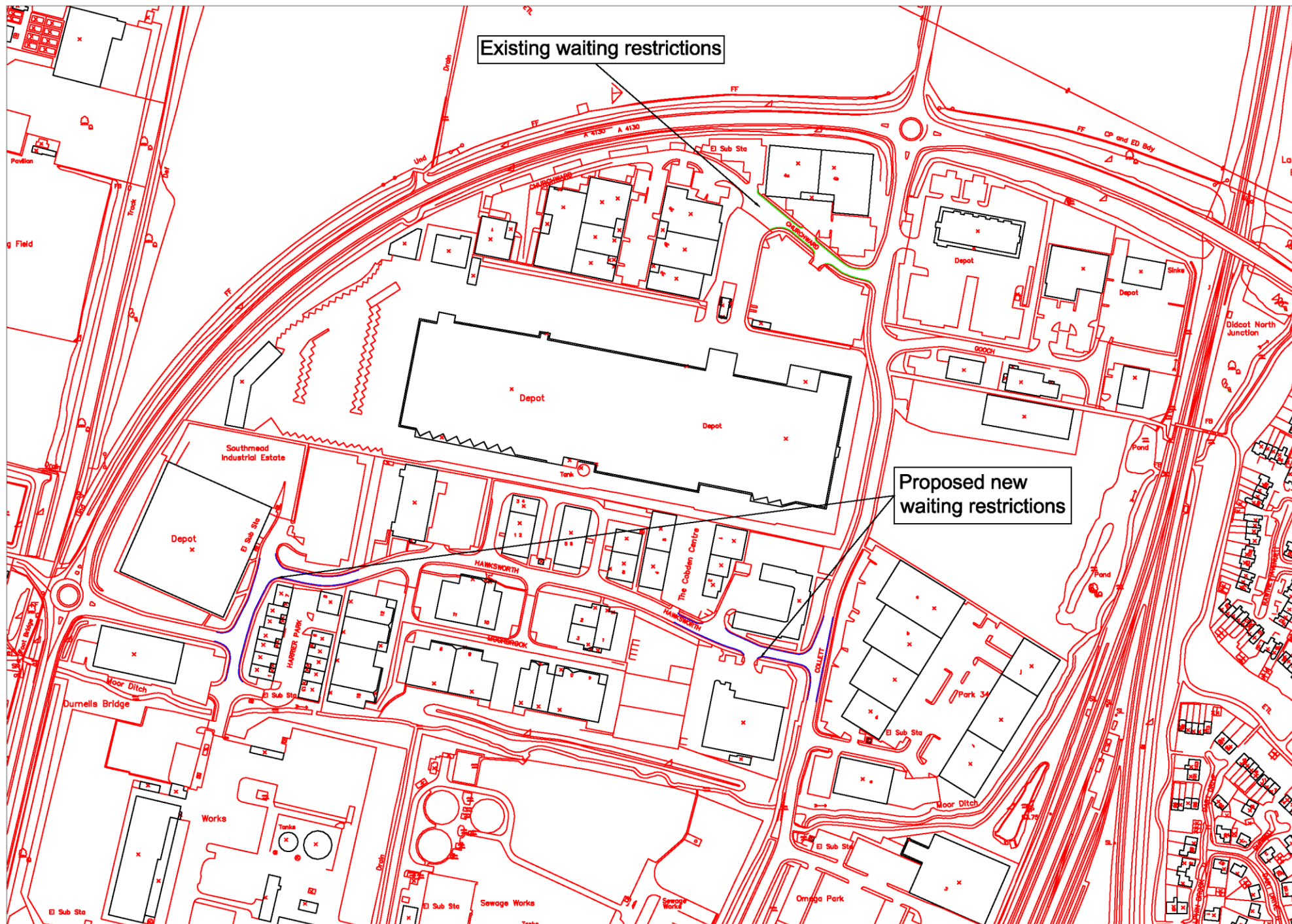
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions & Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - should be reliant on good driver behaviour. Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Didcot Town Council	<p>Support - Didcot Town Council supports the proposed parking restrictions but feels that they do not go far enough to address the parking issues on Southmead Industrial Estate. The Town Council also questions the enforcement capabilities relating to these proposals.</p> <p>The Town Council would also like to see measures taken to address parking on nearby roads, such as Collett. Unfortunately, the parking of lorries in unsuitable locations is becoming a problem for the whole town and specific HGV parking should be considered as an aspiration for the future.</p>
(3) South Oxfordshire District Council	<p>Support - Further to my comments below, I would also recommend that the proposed 'No waiting at any time' (double-yellow lines) are extended further down Collett and Hawksworth than the proposed consultation plan indicates.</p> <p>Since 21 June 2017 we have been investigating complaints relating to overnight sleeping in vehicles along Collett and Hawksworth, Southmead Industrial Estate, Didcot. The encampments formed as part of these complaints have been prejudicial to health as a result of a lack of suitable sanitary accommodation with human faeces in close proximity to the encampments. There is therefore a risk to the health of the persons responsible and the health of persons who may work in or visit the area. I understand that historically Oxfordshire County Council have also undertaken enforcement against the occupants of motorhomes acting in a similar manner in the same location.</p> <p>This can be considered a potential statutory nuisance under the provisions of Part III, Sections 79 - 80 of the Environmental Protection Act 1990 as enacted by the Part XI, Sections 268-269 of the Public Health Act 1936. However due to the transient nature of the persons responsible and the vehicles involved enforcement under Part VIII of the Road Traffic Regulation Act 1984 would be more efficient and effective in remedying the issue.</p>

(4) Local Business, (Hawksworth)	<p>Object - I would like to ensure that the parking restriction is extended to include the link between Air Products plc and the roundabout onto Hawksworth. We have had repeated near misses due to lorries parked on this road forcing vehicles to the wrong side of the road. The current proposal will displace parked vehicle to this section of road and exacerbate the safety issue.</p> <p>I have issue with leaving the section of road on Hawksworth between the current blue section and the roundabout as unrestricted parking. Frequently HGVs are parked there and as reported our company has had a number of near misses with oncoming traffic on the wrong side of the road as a result. Could this section be included in the restricted parking zones?</p>
(5) Local Business, (Hawksworth)	<p>Object – We are of the firm opinion that the Council's proposals will simply displace the existing parking issues to other parts of the estate leading to acute health and safety issues in certain areas. Air Products is most concerned about the displacement of parking issues to the areas highlighted in yellow on the attached plan at Appendix 1, marked 1 and 2, as follows: -</p> <ol style="list-style-type: none"> 1. This section of road leading to the roundabout is frequently used by HGVs for parking. As reported to the Council, Air Products has experienced a number of near misses resulting from parked HGV's forcing oncoming traffic on to the wrong side of the road. The proposals will exacerbate the issue in this area, heightening the potential for a serious incident. 2. The land directly in front of Air Products entrance - this is clearly a sensitive area for vehicles, including gas tankers, accessing and egressing the Air Products site. As above, the proposals will simply displace parking issues to this area, leading to additional health and safety concerns. Indeed, it should be noted that it is a critical responsibility of the Council to provide clear access and egress for emergency services to reach Lower tier CoMAH sites such as ours. By way of a solution, we propose and recommend that the parking restrictions are extended to include the two areas as detailed above. If parking restrictions were extended to these two areas, Air Products would lend its support to the proposals.
(6) Local Business, (Hawksworth)	<p>Object – When I had my building built I had to provide enough parking spaces for my employees, the new proposal is totally unacceptable and the way vehicles park ignores the Highway code rule 242 & 243.</p> <p>Cars parked on the corner of Gooch make it very difficult to see when trying to pull out and I am sure there will be a serious accident soon, double yellow lines should be put on both corners and single yellow lines down Gooch</p> <p>Vehicle parking at Gooch makes vision very poor, as parking is on both sides of the road it also makes it difficult for delivery vehicles. As I have previously advised it is an accident waiting to happen, you have been advised in writing on more than one occasion!</p>
(7) Local Business, (Hawksworth)	<p>Neither – It seems that the two extreme potential accident spots have not been considered.</p> <p>Parking trucks and often uncoupled trailers opposite the two entrances to Moorbrook present a very great hazard, I and every member of staff had have near misses, pulling into and out of our estate, as this results in blind spot on Hawkesworth, worse at the Volvo service building as the road is also on a bend.</p>

CMDE8

<p>(8) Local Business, (Hawksworth)</p>	<p>Support – Could the council also consider some parking restrictions in Gooch, off Collett? The top of the road at the junction with Collett is full of parked cars, not only on the road but also on the grass verges. This looks unsightly but, more importantly it is a hazard as it restricts views at the junction.</p>
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Division(s): Kennington & Radley

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

PROPOSED WAITING RESTRICTIONS RADLEY STATION, RADLEY

Report by Director for Infrastructure Delivery

Introduction

1. This report considers responses and comments received following the implementation of an Experimental Traffic Regulation Order introducing parking restrictions in the vicinity of Radley Station.

Background

2. Officers have been aware for a number of years of local concerns about commuter parking in the vicinity of Radley Station, particularly since the introduction of charges when the station car park was extended to meet the growing demand for parking there. Recognising that the station and associated car park management regime were leading to overspill into local streets, FGW (the operator of the station) provided funding to facilitate the introduction of restrictions.
3. A number of meetings have been held with Radley Parish Council, County Councillor Bob Johnston and local residents to discuss possible options. In 2015 an informal consultation was carried out throughout the village seeking views on the extent of parking restrictions and in the light of the responses received the scheme shown at Annex 1 was introduced as an Experimental Order in late 2016.
4. An Experimental Traffic Order is one where formal consultation takes place after the scheme is introduced but prior to deciding whether to make the restrictions permanent.

Responses to the restrictions

5. Immediately prior to the yellow lines being introduced letters were sent to over 500 properties around the village to advise of the forthcoming restrictions and inviting comments and objections to them. A total of 9 responses were received – most from residents in the village – all bar one of these was received within the first few weeks of the restrictions being in place. A summary of the responses received is at Annex 2. Copies of the

correspondence are available in the Members' Resource room. Whilst different points were raised by individuals there were two main issues raised by residents:-

- (a) The retention of some parking on Foxborough Road between Lower Radley Road and the Station entrance road – five respondents felt this should be removed and parking banned along the whole of this part of Foxborough Road
 - (b) The displacement of parking into sections of roads just beyond the ending of the yellow lines – two respondents raised this in respect of St James Terrace and another in respect of Stonhouse Crescent.
6. More recently, Thames Valley Police, Oxford Bus Company and Radley Parish Council were asked for their views on the operation of the restrictions in the light of experience. The Police and bus operator responded that they were working well and requested they remain in place. Radley Parish Council response made the following points:-
- (a) there are still often spaces in the station car park and the Bowyer Arms has had to put a parking scheme in place. There continues to be damage to commuters' cars, particularly those parked on Foxborough Road and St James Road;
 - (b) the Council has concluded that the restrictions should be made permanent but amended to add restrictions between Lower Radley and Spinneys Close (as cars parked on this make it difficult for people leaving Catharine Close who have to turn on to the wrong side of the road on a blind bend) and that the parking currently allowed on Foxborough Road between the station and the Lower Radley turn should be removed;
 - (c) that consideration should be given to further restrictions in St James Terrace/St James Road, but noting that some residents are concerned that these could push displaced cars further along St James Road to the junction with Selwyn Crescent. The Parish Council would welcome the opportunity to discuss alternatives to double yellow lines in this area to assist local residents.

Conclusions

7. The restrictions have been in place for over a year and it seems that they have addressed many of the concerns previously raised, but that there remain a small number of localised issues. It is, therefore, suggested that the Experimental Traffic Regulation Order be confirmed and that officers work with the Parish Council and local Member to bring forward additional proposals in response of the issues raised by the Parish Council. Should there be any objections to these additional restrictions, they will be brought back for consideration and decision in the normal way.

How the Project supports LTP4 Objectives

8. The proposals implemented through the Experimental TRO have helped facilitate the safe movement of traffic, particularly buses.

Financial and Staff Implications (including Revenue)

9. Funding for the Experimental Order was provided by FGW (the train operator) and that will be sufficient for additional measures set out in this report.

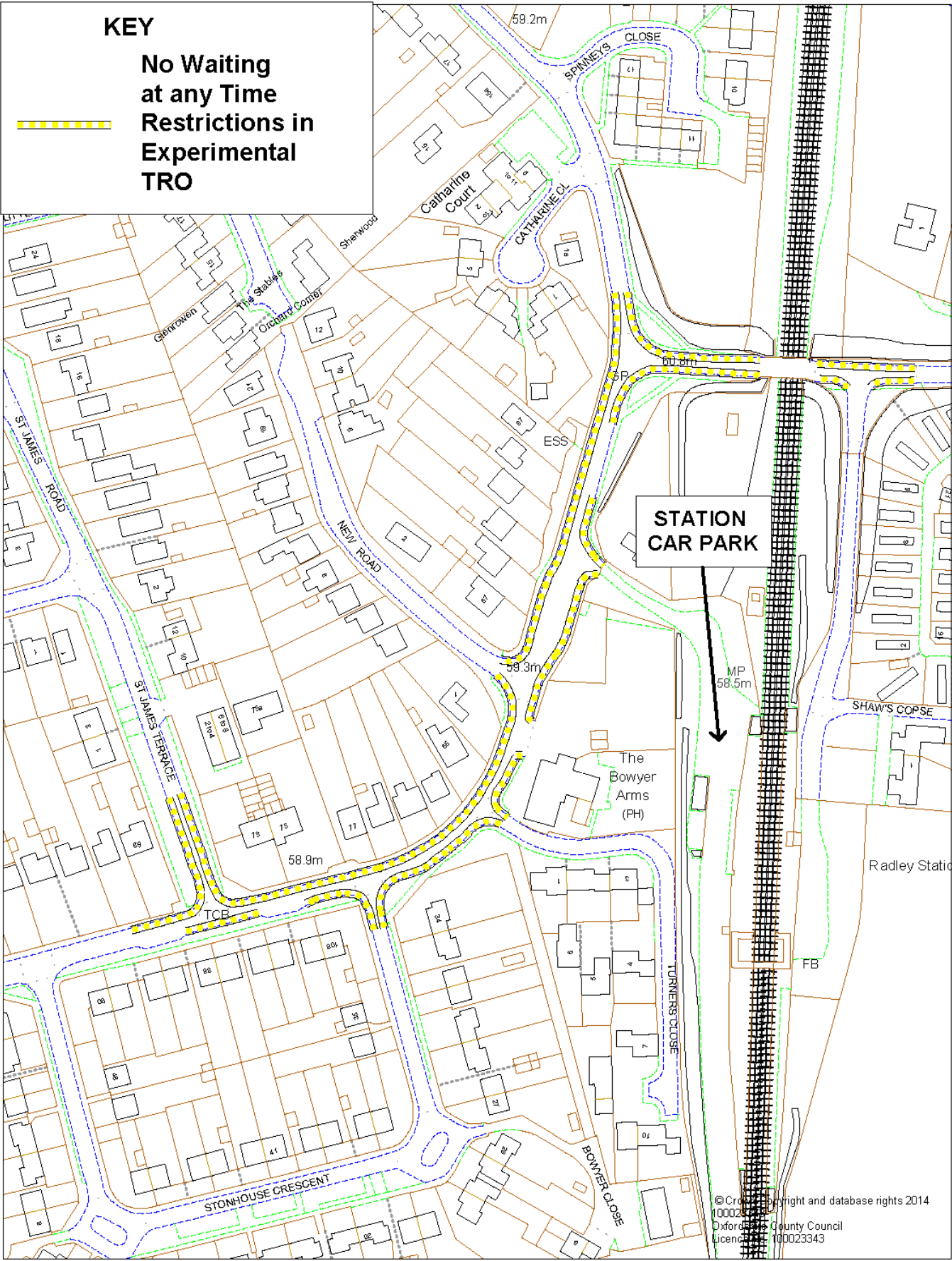
RECOMMENDATION



10. **The Cabinet Member for Environment is RECOMMENDED to:-**
 - a) **approve the making of a permanent traffic regulation order for the parking restrictions in Radley that were the subject of the Experimental Order;**
 - b) **instruct officers to liaise with Radley Parish Council to develop additional restrictions, to carry out formal consultation and to report the results of that consultation to a future meeting (if required).**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704
March 2018



 OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk		PARKING RESTRICTIONS RADLEY STATION RADLEY		SCALE	NTS
				DATE	March 2018
				DRAWING No.	
				DRAWN BY	

RESPONDENT	COMMENTS
Resident, St James Road	Some of the areas which have had double yellow lines applied should instead be single yellow lined so that it has less impact on residents whilst still preventing commuter parking
Resident, St James Terrace	The areas not covered by the yellow lines now suffer from dangerous parking. Requests that restrictions be extended further along St James Road up to the junction with Selwyn Crescent
Residents, Badgers Copse	Is puzzled that an area outside the station still allows parking and continues to cause obstruction to traffic, particularly buses. Suggests that this parking is removed.
Resident, Radley (no address given)	Is pleased that action is being taken to manage the commuter parking in Radley but is concerned that the area immediately outside the station still allows parking which leads to obstruction to traffic.
Resident, Fox Road	Cannot understand why there remains a gap in the yellow lines on Foxborough Road near the station, the very place where parking causes a blockage
Resident, Radley (no address given)	Wants the gap in the yellow lines on Foxborough Road near the station, the very place where parking causes a blockage, to be filled in to stop parking there
Resident, Stonhouse Crescent	Very disappointed that the parking by the entrance to the station car park remains, causing difficulties for traffic and cyclists in particular. Also, as a result of the yellow lines is that commuters now park along Church Road (north of Lower Radley junction) and on Stonhouse Crescent, both of which need addressing
Resident, St Peters Road, Abingdon	Believes that rather than banning parking on-street the solution to the parking issues in the village would be to make the station car park free.

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Division(s): Faringdon

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

A420 AT BUCKLAND – PROPOSED BUS STOP CLEARWAYS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station.

Background

2. The above proposal has been put forward as part of a proposed development on the south side of the A420 at the Buckland Services site. A plan showing the proposal is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 01 February and 02 March 2018. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Buckland Parish Council, Pusey Parish Meeting, local County Councillors, as well as the main public transport operators
4. Five responses were received. Pusey Parish Meeting objected and concerns were raised by Thames Valley Police, the Local County Councillor and Buckland Parish Council. The Vale of White Horse District did not object. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objection and other comments

5. Thames Valley Police did not object to the proposal but raise some concerns and queries, which included the suggestion that providing a bus stop layby at the proposed stop on the north side of the road would be preferable (as is proposed for the new stop on the south side) and also that the proposed clearway within the layby (which is proposed to apply between 7am and 7pm) adequately catered for the anticipated use of the bus stop and would be of sufficient length to ensure that buses could pull back onto the A420 safely should a vehicle be parked in the layby in front of the bus stop.

6. The above concerns are noted although it is not considered viable to provide a bus stop layby on the north side of the road taking account of the costs and that land acquisition may well be required. It is, however, agreed that it would be advisable to extend the hours of operation of the bus stop clearway to apply between 6am and midnight, and also to extend the clearway marking to the west to address the concern that buses may be impeded when exiting the layby by other vehicles parked to the west of the bus stop within the layby.
7. County Councillor Heathcoat, the local member, while not expressing an objection to the proposal, noted that the A420 had a poor accident record and with increasing traffic volumes, the introduction of further bus stops could lead to potentially more hazards. Her main concern, however, was that the proposals did not include the provision of a continuous footway between the development and Buckland village, noting that the development would likely provide an employment opportunity for local residents (in particular young people) and also that residents may wish to use the retail store within the development. A further concern was that the proposed new pedestrian refuge required a good standard of lighting to ensure road safety, but equally that that should be designed to minimise light pollution.
8. It is accepted that the new bus stops and refuge will introduce new potential conflicts but also it should be noted that the existing bus stops on the A420 thankfully have a very good safety record and there is no reason to expect that the safety performance of the proposed new stops will be any different. It is confirmed that lighting will be provided for the refuge and that equipment will be designed to provide adequate illumination while also minimising light pollution.
9. It is agreed that in principle the provision of a footway linking the development to the Buckland turn would be desirable for the reasons mentioned by Councillor Heathcoat but, unfortunately, it is not considered possible to require the developer to fund that provision given that planning consent was given on the basis of the current proposals. Opportunities for funding this provision will be explored but it is currently unclear as to whether there is a realistic prospect of this being progressed at least in the short to medium term.
10. The response of Buckland Parish Council noted that the proposed bus stop provision would, in particular, benefit staff employed at the development site, though also echoed Councillor Heathcoat's view of the strong desirability of a footway to link the site to the Buckland turn for the reasons mentioned above.
11. Pusey Parish Meeting objected to the proposals on the grounds of road safety and traffic delays, the likely limited use of the stops and the preference for a footway linking the site to Buckland and the existing bus stops at the Buckland turn.
12. While the above concerns are noted, provision of bus stops close to the development site is considered to be required to facilitate journeys by staff in particular to and from the development, given that the existing bus stops by the Buckland turn are around 500 metres to the east. As discussed above, the

existing bus stops on the A420 operate with good levels of safety and without causing any appreciable delays to traffic and, while it is agreed that a footway link would be desirable in principle, it is not considered viable to progress this in the context of the current development.

13. The Vale of the White Horse District Council did not object.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

15. Funding for the proposed bus stops, layby and refuge has been provided from the developers of land adjacent to the A420.

RECOMMENDATION

16. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station as advertised.**

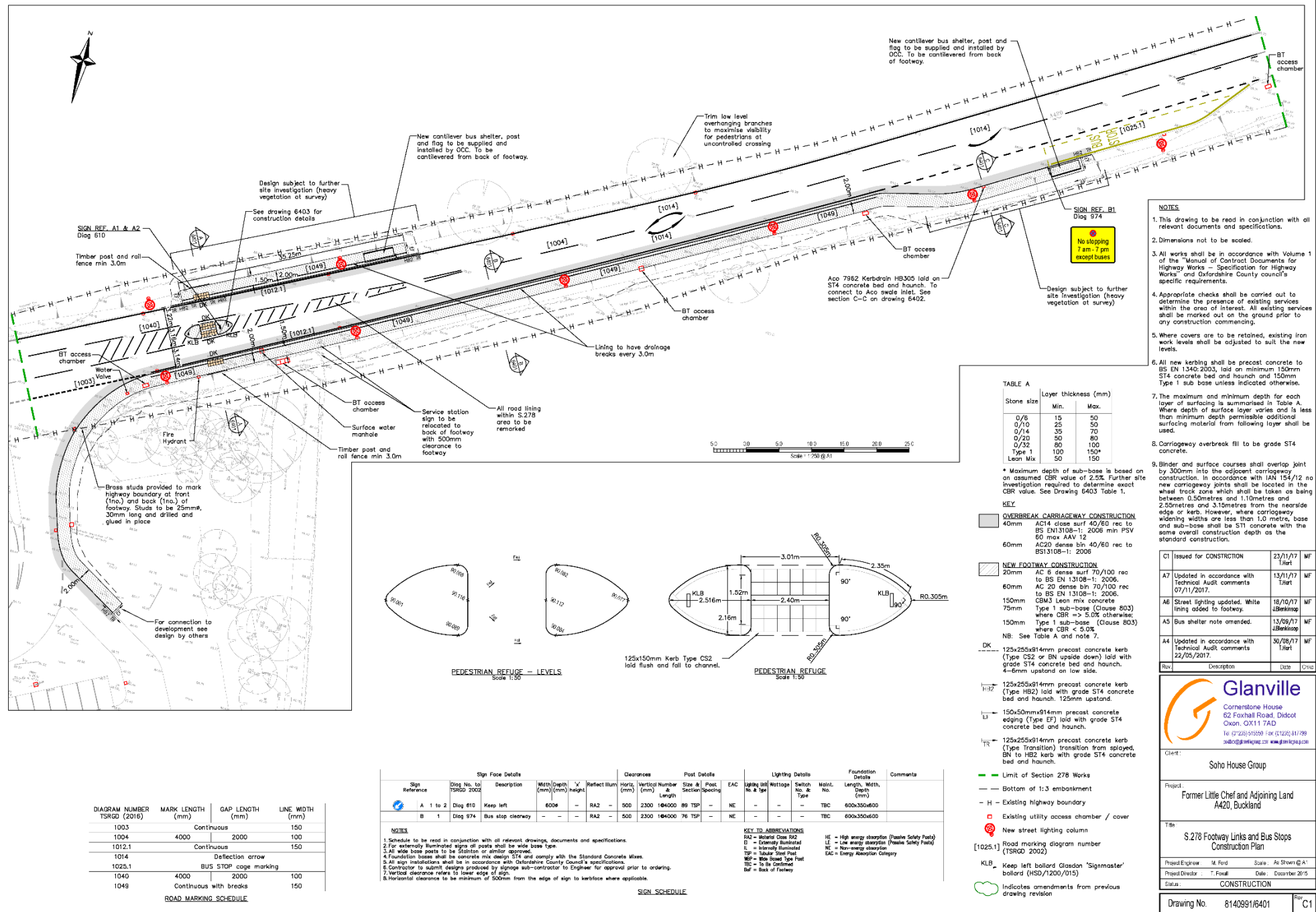
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed bus stop clearways
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018



NOTES

- This drawing to be read in conjunction with all relevant documents and specifications.
- Dimensions not to be scaled.
- All works shall be in accordance with Volume 1 of the "Manual of Contract Documents for Highway Works - Specification for Highway Works" and Oxfordshire County Council's specific requirements.
- Appropriate checks shall be carried out to determine the presence of existing services within the area of interest. All existing services shall be marked out on the ground prior to any construction commencing.
- Where covers are to be retained, existing iron work levels shall be adjusted to suit the new levels.
- All new kerbing shall be precast concrete to BS EN 1340:2003, laid on minimum 150mm ST4 concrete bed and haunch and 150mm Type 1 sub base unless indicated otherwise.
- The maximum and minimum depth for each layer of surfacing is summarised in Table A. Where depth of surface layer varies and is less than minimum depth permissible additional surfacing material from following layer shall be used.
- Carriageway overbreak fill to be grade ST4 concrete.
- Blind and surface courses shall overlap joint by 300mm into the adjacent carriageway construction. In accordance with IAN 154/12 no new carriageway joints shall be located in the wheel track zone which shall be taken as being between 0.5metres and 1.0metres and 2.5metres and 3.5metres from the nearside edge or kerb. However, where carriageway widening widths are less than 1.0 metre, base and sub-base shall be ST1 concrete with the same overall construction depth as the standard construction.

TABLE A

Stone size	Layer thickness (mm)	
	Min.	Max.
0/8	15	50
0/10	25	50
0/14	35	70
0/20	50	80
0/32	80	100
Type 1	100	150
Lean Mix	50	150

* Maximum depth of sub-base is based on an assumed CBR value of 2.5%. Further site investigation required to determine exact CBR value. See Drawing 6403 Table 1.

KEY

OVERBREAK CARRIAGEWAY CONSTRUCTION

40mm AC14 close surf 40/60 rec to BS EN13108-1: 2006 min PSV 60 max AAV 12
 60mm AC20 dense bin 40/60 rec to BS13108-1: 2006

NEW FOOTWAY CONSTRUCTION

20mm AC 6 dense surf 70/100 rec to BS EN 13108-1: 2006
 60mm AC 20 dense bin 70/100 rec to BS EN 13108-1: 2006
 150mm CBM3 lean mix concrete
 75mm Type 1 sub-base (Clause 803) where CBR > 5.0% otherwise
 150mm Type 1 sub-base (Clause 803) where CBR < 5.0%
 NB: See Table A and note 7.

DK 125x255x14mm precast concrete kerb (Type CS2 or BN upside down) laid with grade ST4 concrete bed and haunch. 4-6mm upstand on low side.

H92 125x255x14mm precast concrete kerb (Type HB2) laid with grade ST4 concrete bed and haunch. 125mm upstand.

H 150x50mmx14mm precast concrete edging (Type E7) laid with grade ST4 concrete bed and haunch.

H 125x255x14mm precast concrete kerb (Type Transition) transition from splayed, BN to HB2 kerb with grade ST4 concrete bed and haunch.

H92 Limit of Section 278 Works
 Bottom of 1:3 embankment
 Existing highway boundary
 Existing utility access chamber / cover

Existing utility access chamber / cover
 New street lighting column

[1025.1] Road marking diagram number (TSRD 2002)

KLB Keep left bollard Glasdon 'Signmaster' bollard (HSD/1200/015)
 Indicates amendments from previous drawing revision

Rev	Description	Date	Drawn
C1	Issued for CONSTRUCTION	23/11/17	MF
A7	Updated in accordance with Technical Audit comments 07/11/2017.	13/11/17	MF
A6	Street lighting updated. While lined added to footway.	18/10/17	MF
A5	Bus shelter note amended.	13/09/17	MF
A4	Updated in accordance with Technical Audit comments 22/05/2017.	30/08/17	MF



Client:	Soho House Group		
Project:	Former Little Chef and Adjoining Land A420, Buckland		
Title:	S278 Footway Links and Bus Stops Construction Plan		
Project Engineer:	M. Ford	Scale:	As Shown @ A1
Project Director:	T. Fennell	Date:	December 2015
Status:	CONSTRUCTION		
Drawing No.	8140991/6401		Rev C1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	Concerns - It is impossible to agree this proposal in the absence of what is proposed for the north side of this road . Dependant on where the Bus Stop is proposed I fear conflict with the new crossing point. Might I suggest an off road lay - by is considered the safest option for the north side as well. The layby restriction is timed, does this coincide with future bus time table? Should large goods vehicles park forward of the new Bus Stop Clearway ,will a Bus still be able to exit safely.
(2) Buckland Parish Council	Neither - made its views known on the proposed bus stop provision as part of our consultation on the planning applications for this site. November 2015 Consultation extract - BPC is supportive of a sustainable use for this prominent site but is mindful of the impact of this site in the area and setting. We consider these amendments an improvement given the commitment to secure safe access to bus stops for staff and possibly customers. BPC considers that a footpath to the existing Buckland Turn bus stops would be a better solution than the introduction of 2 new stops so close to 2 sets of existing bus stops. December 2016 consultation extract - Footpath to existing Buckland Turn Bus Stops - the proposed additional rooms and correspondingly increased profitability of the development will make it viable for the developer to pay for a footpath along the south of the A420 to the existing Buckland Turn Bus Stops. This will negate the need for expenditure on 2 new bus stops, which BPC feels will see little use, and provide a secure pedestrian link from Buckland Village to the development as well as from the development and BP garage/M&S to the bus stops for staff and customers.
(3) Local County Councillor, (Faringdon Division)	Concerns - I wish to ensure that if these bus stops are to be installed that, as much consideration as possible is given to pedestrian safety and traffic safety – the A420 is notorious for its accident history especially in this area in my Division. <ul style="list-style-type: none"> • Traffic is ever increasing travelling both east and west with the housing development taking place both in my Division and in the Swindon area. • Traffic weight is increasing too – commercial traffic/transporters all types of HGV's and farm vehicles. For a bus to make an entry into this traffic flow is getting increasingly more difficult – I see and experience these difficulties travelling the A420 daily. Having an additional bus “pull-in” with cause further traffic difficulties. • There are of course already 4 bus stops servicing this area both on the eastward and the westward bound journey of the A420 – 2 situated at or near the Buckland/Gainfield junction and then further along at Pusey Furze. • I would like the footpath that is being proposed just by the 2 new bus stops to be extended up to the existing

	<p>bus stops at the Buckland junction on both sides of the road – this will ensure that those alighting from the bus are safe traversing to work from each of the bus stops to the travel lodge and equally, and most importantly the local community can walk to their employment from the village of Buckland in complete safety too. There will be local employment (young people from the village will be drawn to working at this development) and there will be pedestrian traffic to the M&S shop for groceries and the daily paper. Currently there is no safe way for people to undertake this route.</p> <ul style="list-style-type: none"> • The proposed new pedestrian safe haven MUST be well lighted to ensure safety to those crossing the road as traffic is travelling at a minimum speed of 50mph and many break the statutory speed on the A420. However, care must be taken to ensure there is no light pollution to the inhabitants of the village who have no street lighting. • If there is no way that the footpath can be extended as I would like then the preference for me is that with this development there must be benefit to the local community of Buckland and I would confirm that an extended footpath from the already existing bus stops at the Buckland/Gainfield junction are installed.
(4) Vale of White Horse District Council	No objection.
(5) Pusey Parish Meeting	<p>Object – In summary:</p> <ul style="list-style-type: none"> • Pusey will not benefit, and may even be disadvantaged (see below), by the new bus stops. • There is no Little Chef, so why is this being pursued. • There is no footpath to the stops, except from the site of the new motel. How will people get to and from the stops? And if they do go there for the buses, will they be able to park at the motel without using it? • Any bus stopping on the East going side will create a blockage on the A420, which can be congested anyway, and the pedestrian refuge is a further obstruction near a junction – is that sensible? • There are bus stops about 500m West, at the Buckland junction. These must remain, as the best site to serve Buckland. So will buses stop at the new ones as well? • A stop on the North side would encourage pedestrians to cross the road where there is no pavement or path to anywhere else, which is dangerous anyway. • There are footpaths that come to the A420 from Buckland and Pusey, 200 m West of the motel site. It would be far more sensible to make a safer crossing point there, and a pavement along the road between the Buckland crossroads and the motel/filling station, if there is money to be spent. <p>All in all, this appears to be a project that dates from a time when the Little Chef was there, and is now out of date. Why has it not taken account of the changed circumstances? Is it that there is money to be spent in the programme, and it has a momentum that cannot be stopped?</p> <p>Are the proposed bus stops to enable staff to get to and from the site? If so, this seems exceptional, and possibly unjustified. It would reinforce the view that a pavement from the existing Buckland stops along the South side of the</p>

	A420 would be a better solution.
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Division(s): Burford & Carterton North
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CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

SWINBROOK AND WIDFORD – PROPOSED 20MPH AND 30MPH SPEED LIMITS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit at Swinbrook and a 30mph speed limit at Widford.

Background

2. The above proposals have been put forward by Swinbrook and Widford Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents and visitors to the villages of Swinbrook and Widford. The roads in the villages are frequently used by pedestrians, cyclists and equestrians and, if approved, would be funded by the parish council. A plan showing the proposals is provided at Annex 1.
3. As part of the technical appraisal for the proposals, speed surveys were carried out at four locations (three in Swinbrook and one in Widford) which showed current speeds within the villages to be largely compliant with the advice issued by the Department for Transport in respect of the proposed speed limits.

Consultation

4. Formal consultation on the proposal was carried out between 24 January and 16 February 2018. A public notice was placed in the Witney & West Oxfordshire Gazette newspaper and sent to statutory consultees, including Thames Valley Police, Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Swinbrook and Widford Parish Council, Burford Town Council and the local County Councillor.
5. Fifty-eight responses were received, comprising 34 (59%) expressions of support and 24 (41%) objections in respect of the proposed 20mph speed limit at Swinbrook and 36 expressions of support (62%), 3 (5%) objections and 19 (33%) responses not objecting or commenting in respect of the proposed 30mph at Widford.
6. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors. The report in support of the

proposals received from Swinbrook and Widford Action Group for Responsible Driving (SWARD) is included at Annex 3.

Response to objections and other comments

7. While Thames Valley Police considered that the proposed 30mph speed limit at Widford complied with national guidance, they objected to the proposed 20mph speed limit at Swinbrook due to concerns that speeds outside the core of the village were higher than advised by guidance for a 'sign only' 20mph limit. They recommended that consideration should be given to providing supporting traffic calming measures.
8. The above concerns of the police are noted and it is accepted that the current average speeds at the entries to the proposed limit at Swinbrook will be higher than the recommended level of 24mph for a 20mph limit without supporting traffic calming measures. However, it is considered that as these concerns relate to a small proportion of the village roads as a whole it would be reasonable in this instance to introduce and monitor the proposed 20mph limit and then assess if there is a need or not for low cost supporting measures (for example the placing of a carriageway roundel at the entries to the limit).
9. The other objections (23) to the proposed 20mph limit included concerns that the proposal was unnecessary taking account of the current speeds and absence of any reported higher severity accidents within the village, that it would have a minimal impact on speeds, especially taking account of the likely absence of police enforcement and be a poor use of public funds. Additionally, some respondents expressed concerns that the additional speed limit signing would be visually intrusive. It is accepted that the introduction of a 20mph speed limit without supporting additional traffic calming measures will not – on the basis of speed monitoring carried out for other 20mph speed limit projects – lead to a major change in speeds, at least in the short term, with a reduction in average speeds of around 1mph being realistic, noting that the police do not have the resources to carry out enforcement of such limits, and that the absence of any reported accident history in the village in the latest 5 years would further reduce the priority for the available police resources.
10. Noting the concerns over the potential adverse visual impact of a 20mph limit, while there will be a need for a small number of additional speed limit repeater signs, this will not materially change the amount of speed limit signing in the village given that there are already repeater signs for the existing 30mph limit.
11. The three objections to the proposed 30mph speed limit at Widford included the same concerns as expressed in relation to the proposed 20mph speed limit at Swinbrook.
12. The broader concerns on whether a 20mph speed limit is a sensible use of public funds is a matter for Swinbrook and Widford Parish Council - as funder of the project - to determine.

13. The balance of opinion expressed by respondents is supportive of both proposals, and there is clear evidence of strong local concern over the dangers and loss of amenity to residents and visitors to the area, in particular walkers, cyclists and equestrians expressed both by individual respondents and in the report submitted by the Swinbrook and Widford Action Group for Responsible Driving.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

15. Funding for the proposed speed limits has been provided by Swinbrook and Widford Parish Council.

RECOMMENDATION

16. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit at Swinbrook and a 30mph speed limit at Widford as advertised.**

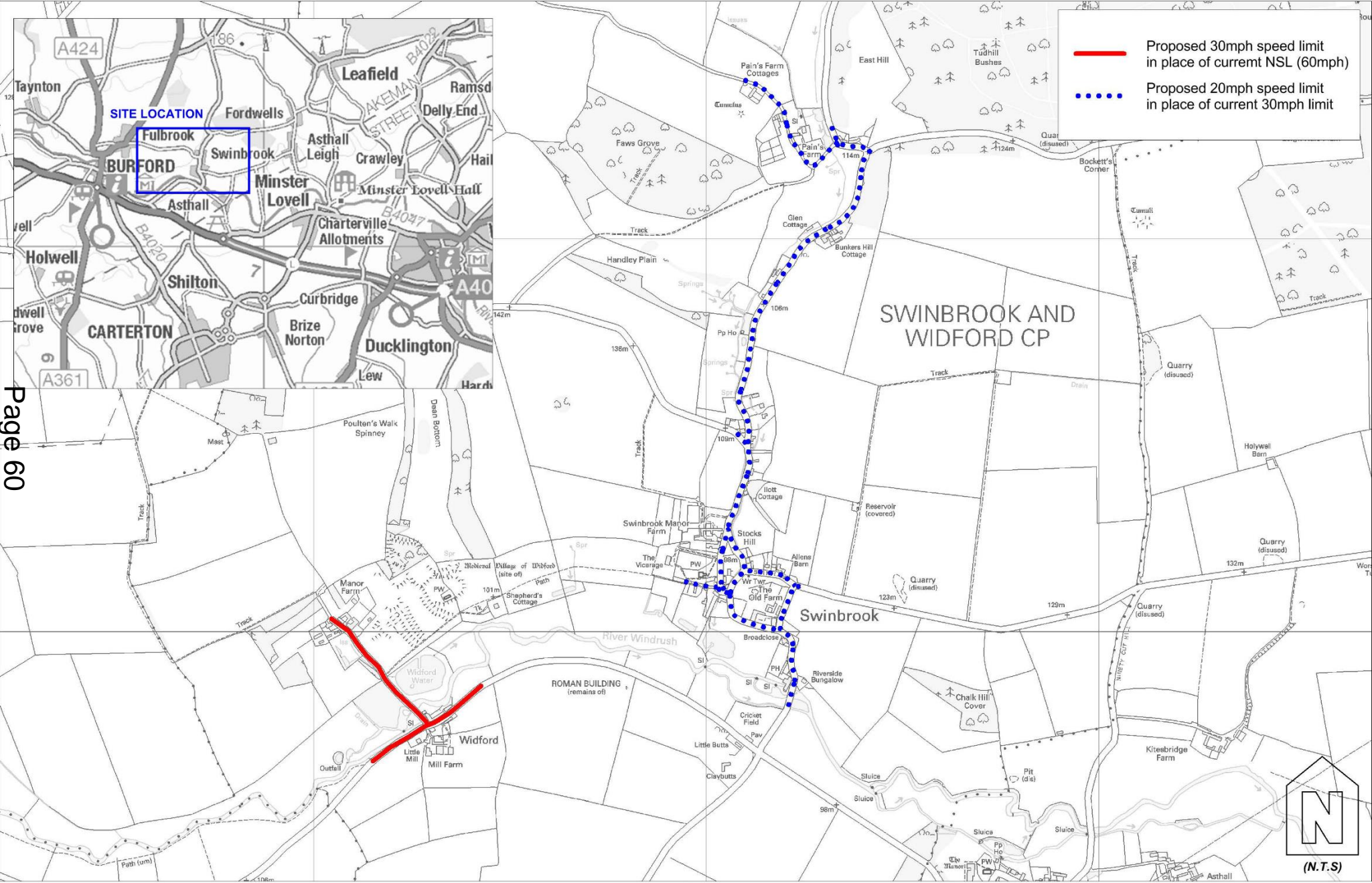
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed speed limits
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><u>20mph Speed Limit</u> - Object – to the sections where current speeds are higher than the accepted criteria. The core part of this village would meet our policy but outside these bounds require consideration to calming for compliance in our view.</p> <p><u>30mph Speed Limit</u> – No objection – is within the accepted guidelines and is accepted without comment on that basis.</p>
(2) Swinbrook and Widford Action Group for Responsible Driving	Support – (see report in Annex 3)
(3) Local Resident, (unknown)	<p><u>20mph Speed Limit</u> - Support - Swinbrook Village was never designed to accommodate the volume of traffic nor the existing speed in which the majority of vehicles pass through the area and over the years Swinbrook has become a rat run between the B4437 and A40. It has now reached a stage where the current speed limit of 30mph presents a clear and present danger to pedestrians and traffic in general because the lanes are too narrow and there are numerous blind spots, with very few places where vehicles can pass each other safely.</p> <p><u>30mph Speed Limit</u> - Support - no comment</p>
(4) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object - 20 mph speed limit is unlikely to be cost effective and will achieve little. Average speeds through Swinbrook are already low and a 20 mph limit will on the basis of other such result only in a one mph reduction in average speed. The number of cars going through the village prevents anyone going too fast as there is usually another one coming the other way and care has to be taken passing. In over 30 years of riding horses and walking dogs through the village I have never had a problem. The road is a public one and not just for people who live in the village. Signs warning of riders, cyclists and walkers would be more cost effective.</p> <p><u>30mph Speed Limit</u> - Support - This is a narrow piece of road regularly used by walkers and tourists from Burford going from one footpath to another, and lies on a slight bend and road junction. Cars certainly need to slow down.</p>
(5) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - the single track lane through Swinbrook has recently become a rat run for traffic and with this increased speeds have been experienced. As a resident who lives directly on the lane I have regularly experienced cars driving at excessive speeds past our house. This lane is used by horse riders, cyclists & pedestrians including families with young children and pushchairs. It is only a matter of time before a serious accident is experienced</p> <p><u>30mph Speed Limit</u> - Support. This village is very popular with cyclists who cycle the national cycle route 47 which goes right through the village. Also the Village is part of a number of popular circular walks where people have to walk</p>

	a short distance along the road to pick up the Public Footpath. Pedestrians are unaware that this road can be busy with traffic and similarly traffic can be unaware that there may be walkers and cyclists in the middle of the ; signs alerting drivers (such as signs displaying walkers, horse riders, cyclists) this should also be considered along with a reduced speed limit.
(6) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Support - no comment <u>30mph Speed Limit</u> - Support - no comment
(7) Local Resident, (unknown)	<u>20mph Speed Limit</u> - Support - The roads through the village are mainly single track that are regularly used by walkers, cyclists and horse riders. There are no footpaths or lighting. However, the volume and the speed of traffic has increased over recent years and this brings significant risk to walkers, cyclists and riders alike . <u>30mph Speed Limit</u> - Support - The road through Widford is used as a rat run to Burford and is a very quick road despite being used by many walkers and cyclists, forming part of a national cycle route. The road is relatively wide and straight in places which encourages some people to drive at speeds which are inappropriate for a village environment.
(8) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Support - The lane through Swinbrook is narrow & winding with a wider variety of users, including walkers, cyclists & riders, as well as motor traffic. The proposed reduction in the speed limit should assist considerably in this respect and make the road much safer. <u>30mph Speed Limit</u> - Support - no comment
(9) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Support – while accepting that compliance may be low, need to start somewhere to manage speeds better. My drive exit and those of both immediate neighbours are totally blind as we exit our drives This lane daily has walkers, horse riders and cyclists also at risk. <u>30mph Speed Limit</u> - Support
(10) Local Resident, (unknown)	<u>20mph Speed Limit</u> - Support - I support the proposal because we need to improve safety in Swinbrook where drivers too often drive through the village in an inconsiderate manner and with disregard for safety and the need to protect verges and drystone walls lining the lane. The number of vehicles using the lane has increased massively since the 30mph speed limit was introduced. <u>30mph Speed Limit</u> - Support - The lane passes very close to a number of homes in Widford and a speed limit of 30mph should increase safety.
(11) Local Resident, (Milton under Wychwood)	<u>20mph Speed Limit</u> - Object - I feel it is ridiculous to spend so much money replacing signs, etc when the majority of people drive through at well less than 30 mph anyway and those that do tend to speed would continue to do so. There is hardly likely to be any official policing of the limit. <u>30mph Speed Limit</u> - Neither - no comment
(12) Local Resident, (Burford)	<u>20mph Speed Limit</u> - Support - the speed restriction would be highly beneficial to slow traffic (a) reducing the risk to vulnerable road users (walkers, cyclists and riders in particular) and (b) allowing drivers to react sooner when meeting approaching vehicles on the frequent single lane sections and using passing places rather than eroding the verges by

	<p>squeezing past each other.</p> <p><u>30mph Speed Limit</u> - Support - The road through Widford is narrow and cars need to slow down considerably to pass each other in any event. Drivers unfamiliar with the route (particularly on occasions when the A40 is blocked for some reason) drive excessively fast through the hamlet as there is no warning that it is being approached. Furthermore, the junction from Widford End Road into the through route is completely blind as there is a house right on the corner. Several properties in Widford have their gardens or car parking areas across the road from the house, increasing the risk of pedestrian/vehicle conflict.</p>
(13) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object - 1) the repeated Traffic & Speeding tests showed no excessive average speeding 2) there have been no fatal accidents on the stretch of the proposed speed limit 3) there have been no serious accidents on this stretch of road 4) a statutory speed limit of 20 mph is un-enforceable and will not have any effect 5) I support a 'voluntary ' speed limit of 20mph as in Barrington, Glos 6) the accident hotspot is on road leading down from A40 just before the cricket field and cross road to Burford; this stretch of road should have a 30mph limit</p> <p><u>30mph Speed Limit</u> - Neither - 1) the stretch of road through Widford should have a 30 mph limit</p>
(14) Local Resident, (Widford)	<p><u>20mph Speed Limit</u> - Support - no comment</p> <p><u>30mph Speed Limit</u> - Support - Important safety and quality of life issue and this is a long overdue step forward.</p>
(15) Local Resident, (Widford)	<p><u>20mph Speed Limit</u> - Support - All of the comments below on the Widford stretch of road are also valid for the Swinbrook roads and speed reduction.</p> <p>Swinbrook additionally suffers from the problem of traffic avoiding the Burford High St queues to cross the bridge across the Windrush by coming off the A40 at Asthall Turn or turns more directly to Swinbrook.</p> <p><u>30mph Speed Limit</u> - Support - The stretch of road for the proposed 30 mph speed limit in Widford is regularly used by pedestrians, organised walking groups (often 15 or more in number), individual cyclists, cycling teams (often of 20 or more in number), motor bikes, cars, delivery vehicles, dog walkers and horse riders (sometimes with additional horses on leads). Many of the walkers are there under recommendation of tourist web sites and the Burford tourist office. Many of the cyclists are there because this stretch of road is part of the National Cycle Route. There have been an increasing number of occasions over the past 15 years where accidents or blockages on the A40 or in Burford have caused diversions through Widford and Swinbrook often for several hours - partly due to the increased use of satellite navigation in cars. Besides making this stretch of road more hazardous for all users, the immediate roadside verges</p>

	are being worn away by cars whose drivers are not prepared to slow down to enable safe passage. Thus, the verges acting as a refuge for pedestrians are gradually diminishing and increasing the idea to drivers that they can use yet more of the road width and hence not reduce their speed appropriately.
(16) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Support - As a resident in the centre of Swinbrook with over 600 vehicles passing our house per day and as a dog walker I feel strongly that safety should be improved by reducing the speed limit. <u>30mph Speed Limit</u> - Support - As a user of this section of road on a regular basis both as a driver and a walker I strongly recommend reducing the speed limit in an attempt to increase safety at little or no cost to future users.
(17) Local Resident, (Widford)	<u>20mph Speed Limit</u> - Support – no comment <u>30mph Speed Limit</u> - Support - As we live on the main road through Widford with a baby, we would welcome the speed limit being reduced. Currently vehicles travel too fast along a single track road with a number of turnings. Vehicles rarely give way as they are unable to stop due to the speed they are travelling and end up running over the grass areas. A lower speed limit will help to prevent this.
(18) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Support - The road running through Swinbrook village has mixed usage..mixed vehicle traffic, dog walkers, joggers, tourist groups, ramblers, horse riders, groups of cyclists and much local pedestrian activity...therefore, it is a 'mixed space' environment. The road is narrow with a number of blind corners and a fair share of potholes, surely, it would be sensible to have a reduced speed limit for motor vehicles. We support this whole heartedly...and hope to see this implemented before someone is seriously injured. <u>30mph Speed Limit</u> - Support - our comments above for Swinbrook apply equally to Widford
(19) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Object - Evidence shows that the majority of vehicles are not travelling in excess of 22mph. A reduction to 20mph is of no great significance . The issue is traffic VOLUME not speed - speed is of far greater issue on the outbound road towards Shipton under Wychwood. Furthermore a 20mph speed limit is no more Enforceable than the current 30mph. There are signs asking for people to drive at 20mph already... it's unlikely that spending 4-6k pounds of council money will make any dramatic difference. The volume of traffic through the village is increasing exponentially and is what ultimately requires addressing particularly paying attention to people using the road as a "rat run" - unaware that local users include farm machinery, horses and riders, walkers and cyclists and failing to take this into consideration when driving through and becoming frustrated at delays... I believe THIS is the problem. They are avoiding the traffic issues at Burford.... long term this it the problem that requires addressing, not speed in the village. <u>30mph Speed Limit</u> - Neither - If this is going to be regularly enforced then it may be worth doing - however, in this case then the road heading out to Shipton Under Wychwood is just as important as the majority of road users (frustrated at having to keep stopping to let oncoming traffic pass in the village and on the narrow roads) speed with little or no regard for other road users or the narrowness of the road.

(20) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object - I work and drive through Swinbrook all week long 10 times a day sometimes and find it virtually impossible to do more than 30 on most stretches of road.If you are walking or standing in the road and a car passes by it always feels as if it's going faster than it should.</p> <p><u>30mph Speed Limit</u> - Neither - no comment</p>
(21) Local Resident, (Widford)	<p><u>20mph Speed Limit</u> - Support - As a regular walker along the lanes through Swinbrook over the past 20 years it has become increasingly busy with many vehicles travelling too fast especially making it unsafe for people on foot, with children, dogs or on horse back as cars and lorries use the village road as a "cut through" to avoid the bridge in Burford. The destruction of the grass verges, even where they form a steep bank has been the result of drivers failing to adapt to the conditions.</p> <p><u>30mph Speed Limit</u> - Support Cars, lorries, farm vehicles all share the narrow road with cyclists, walkers (including many using a very popular circular walking route and horse riders;The road is on a national cycle route and is very well used by cyclists.Much of the increase in traffic over recent years is due to vehicles choosing this road solely to miss the traffic in Burford and the A40.</p>
(22) Local Resident, (Asthall)	<p><u>20mph Speed Limit</u> - Support - no comment</p> <p><u>0mph Speed Limit</u> - Neither - no comment</p>
(23) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - no comment</p> <p><u>30mph Speed Limit</u> - Support - no comment</p>
(24) Local Resident, (Burford)	<p><u>20mph Speed Limit</u> - Support. The route through Swinbrook is increasingly used as a rat run by through traffic which avoids the bottle neck on Burford High Street. This is leading to vehicles being driven at excessive speed on such a narrow road with sharp bends and no protection for other road users. The road is mainly a single lane width with passing places and a 20 mph limit is far more appropriate than 30 mph.</p> <p><u>30mph Speed Limit</u> - Support. Drivers unfamiliar with the route drive excessively fast through the hamlet as it is unsigned. Furthermore, the junction from Widford End Road into the through route is completely blind as there is a house right on the corner. Several properties in Widford have their gardens or car parking areas across the road from the house, increasing the risk of pedestrian/vehicle conflict.</p>
(25) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object – Many drivers will be unlikely to pay any attention to 20 mph road signs; and are even less likely to adjust their speed accordingly in the knowledge that the 20mph speed limit is impossible to enforce or police; the £5,000 outlay on speed limit signs would achieve little. But signage which alerts drivers to the fact that they share the narrow roadway through the village with pedestrians, cyclists and horses might be an alternative?</p>

	<p><u>30mph Speed Limit</u> - Support - A 30mph speed limit through Widford makes good sense.</p>
(26) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - We live in the middle of the affected area. We believe 30mph is a dangerous speed for cars to be travelling past our house. There is insufficient route visibility on the twisting, single track road for these speeds to be safe. Driving out of our garage on to the road is often dangerous and we've had a few near misses, particularly in poor weather conditions. In addition, we often walk through the village with our puppy and kids. Cars travelling at 30mph make little effort to slow down when taking a blind corner and then pass our (high spirited!) young ones leaving very little excess space..</p> <p><u>30mph Speed Limit</u> - Support - no comment</p>
(27) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - We live in the middle of the affected area. We believe 30mph is a dangerous speed for cars to be travelling past our house. There is insufficient route visibility on the twisting, single track road for these speeds to be safe. Driving out of our garage on to the road is often dangerous and we've had a few near misses, particularly in poor weather conditions. In addition, we often walk through the village with our puppy and kids. Cars travelling at 30mph make little effort to slow down when taking a blind corner and then pass our (high spirited!) young ones leaving very little excess space. It has been pretty scary on occasion.</p> <p><u>30mph Speed Limit</u> - Support - no comment</p>
(28) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - We have children and dogs and regularly walk through the village and have had a number of near misses. Drivers use the village as a rat run on their morning and afternoon commutes, and at many points in the village there are blind bends/ corners and even cars travelling at 30 miles are dangerous.</p> <p>Hence, in the interest of all pedestrians/ cyclists/ horse riders and drivers. A reduced speed limit 20 mph will make the roads in the villages much safer.</p> <p><u>30mph Speed Limit</u> - Support - The road at this point is narrow, and difficult for two cars to pass each other safely without slowing down significantly . The area is also part of a marked footpath, where walkers have to walk down the road to rejoin the footpath towards either Burford or Swinbrook.</p> <p>A reduced speed limit will make the road much safer for all road users.</p>

(29) Local Resident, (unknown)	<u>20mph Speed Limit</u> - Object - no comment <u>30mph Speed Limit</u> - Support - no comment
(30) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - The timing of this could not come at a better time as the spring is upon us and the road through the village becomes busier as the weather improves with hundreds of walkers and cyclists. More so on the weekends when the road through the village is packed with children cyclists dog walkers enjoying this designated area of outstanding natural beauty.</p> <p>The area in and around the pub (swan) is very busy with all of the above and large amounts of parked cars on the road through this area of the vacillate especially can only help for the safety of everyone including people driving cars vans etc going on their daily business or routine.</p> <p>The road through the viallge is a signed and designated single track road and has no official marked passing places. As a qualified hgv driver with 20 years of driving experience, I can only see the positives of this change to 20 mph, to benefit the whole community and for the safety of visitors.</p> <p>My comments are a true reflection of what I as an individual believe and hope they are taken into account in giving the village what we need and want.</p> <p><u>30mph Speed Limit</u> - Support - The area proposed should be 30 or even 20 and to think the road is rated as 60 mph is beyond believe.</p> <p>There are very limited views coming from the bridge area and private car park opposite, on a section of road that becomes very narrow for all road users.</p> <p>I beleive it is a matter of safety that the speed limit is changed.</p>
(31) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Support - no comment <u>30mph Speed Limit</u> - Support - no comment
(32) Local Resident, (unknown)	<u>20mph Speed Limit</u> - Support - As a local resident of Widford and a regular cyclist/walker I fully support this proposal. Whilst walking with a colleague through Swinbrook a car actually clipped a hand as it sped past us. I believe with the increase in car population this is a limit well overdue.

	<u>30mph Speed Limit</u> - Support - no comment
(33) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Support - no comment <u>30mph Speed Limit</u> - Support - no comment
(34) Local Resident, (Widford)	<u>20mph Speed Limit</u> - Support - no comment <u>30mph Speed Limit</u> - Support - no comment
(35) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Support - Even though it is VERY HARD to drive through this village at 30mph, a surprising number of drivers try to do this, and there is frequently evidence of minor accidents. Many cars also drive close to pedestrians; with a 20mph limit most drivers would drive at 24 rather than 30 and may be more understanding that we are entitled to share the road with them. <u>30mph Speed Limit</u> - Support - It is completely crazy that Widford is 60 mph. The visibility in the centre of Widford when you come across 2 children on bikes or 10 hikers is about 3 car lengths. The inappropriate speed of many drivers means that families have to literally throw themselves into the hedgerows and precariously perch in muddy trenches where the verges have been eroded - as many cars will barely slow down.
(36) Local Resident, (Swinbrook)	<u>20mph Speed Limit</u> - Support - Many drivers do not accept that we need to share the road and I hope this will make them more considerate and understanding..... <u>30mph Speed Limit</u> - Support - This is a dangerous place to walk with current 60 mph limit. I am sure most drivers will think this is a good initiative
(37) Local Resident, (unknown)	<u>20mph Speed Limit</u> - Object - Both speed surveys showed an average speed of 24 mph through the village in the 30 mph zone, regardless of whether the gadgets that recorded the speed were placed on a bend or on a straight piece of road. There is no history of serious accidents in the village. Considering the number of vehicles shown in the speed surveys to drive through the village, this shows that people are driving with due care and attention. I understand that the police are not likely to support an application for 20 mph and that it is not easily enforceable. <u>30mph Speed Limit</u> - Support - I would support an application for a 30 mph zone on either side of the cross roads but feel it is not necessary to extend it up the no through road to the houses at the top. The road to Burford is used by many walkers and also many people park up the no through road and the when emerging from the side road to return to Swinbrook or Burford visibility is very poor.

(38) Local Resident, (unknown)	<p><u>20mph Speed Limit</u> - Object - I think that the speed through the village will not be reduced by the implementation of a 20 mile an hour speed limit which cannot be enforced .The survey shows the average speed of vehicles through the 30 mile zone is negligible .The layout of the road and the potholes through the village prohibit speeding through the village . In my opinion any new speed limit imposed on Swinbrook is not necessary and achieve very little and would not be cost effective</p> <p><u>30mph Speed Limit</u> - Support – no comment</p>
(39) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - The single track lane, with many blind corners and the occasional passing place, that winds through the length of Swinbrook , a village in an area of outstanding natural beauty, is used extensively by pedestrians, often carrying small children or pushing a pram, dog walkers , cyclists and horse riders. There are no footpaths alongside the lane and so all users are forced to utilise the shared space of the tarmac surfaced road.</p> <p>The speed and the volume of traffic has, over time, resulted in extensive and significant vertical and lateral erosion of the natural verges making it both extremely difficult for users to get off the road quickly and causing damage to property. Furthermore, it is becoming increasingly difficult for some residents to drive into and exit their properties safely given the speed at which some cars, vans and trucks travel.</p> <p><u>30mph Speed Limit</u> - Support – as above</p>
(40) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object – no comment</p> <p><u>30mph Speed Limit</u> - Object – no comment</p>
(41) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - The exponential increase in traffic and users of the road has resulted in this being an undeniable necessity, on the grounds of safety.</p> <p><u>30mph Speed Limit</u> - Support – as above</p>
(42) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support – no comment</p> <p><u>30mph Speed Limit</u> – no comment</p>

(43) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - I watch someone driving at speed through the village and pray that someone on a bike , horse or with a baby buggy isn't coming the other way around the blind corner. Too many times I have heard the screeching of breaks as cars narrowly miss each other right outside our window. I have nearly met my end twice on the lane outside our house (once when I was loading my small child into the back of the car and a van hit black ice and broadsided our car.)</p> <p>It is a matter of time before there is a terrible accident here. Reducing the speed limit is a very positive step to stopping that from happening.</p> <p><u>30mph Speed Limit</u> - Support – as above</p>
(44) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Support - 1. Whilst the volume of traffic is probably average for this type of village, the proportion of cars that are not driving safely for the road conditions (single track road with numerous blind bends) is high. When driving through the village I have been forced to make emergency stops or pull sharply off the road to avoid collisions on many, many occasions. During the recent poor weather, I narrowly avoided head-on collision when one driver travelling too fast on the road was unable to stop. Equally when on foot I find myself having to signal to drivers to slow because even at 30mph coming round a blind corner on narrow road is too fast, especially when not considering the possibility of pedestrian traffic which is unusually high owing to tourism in the village.</p> <p>2. If there were to be an accident the likelihood that it would be serious is very high. No doubt you are familiar with road traffic accident statistics, but on rural roads like ours that are winding and single track especially where foot traffic is high, were there to be an accident involving a pedestrian it would have a greater than 50% chance of resulting in a fatality - higher than urban areas or motorways. I take this statistic personally because it could easily be me or my child involved.</p> <p>3. Statistics from traffic monitoring only tell half the story. The percentage of cars travelling at much higher speed than the limit was significant and a serious risk to foot traffic which wasn't measured and as I have said is high.</p> <p><u>30mph Speed Limit</u> – no comment</p>

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(45) Local Resident, (Widford)	<p><u>20mph Speed Limit</u> - Object – have never seen anyone speeding. Don't try to mend something that's not broken.</p> <p><u>30mph Speed Limit</u> – no comment</p>
(46) Local Resident, (Widford)	<p><u>20mph Speed Limit</u> - Object – do not think it necessary and would not like to see any other signage in and around our lovely villages.</p> <p><u>30mph Speed Limit</u> – no comment</p>
(47) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object - the only time we were really troubled by the road was when traffic was forced to use the road as the result of an accident on the A40 or A361 . It was brought to a standstill on those occasions but at other times the traffic was almost always moving at less than 30 mph , indeed it would be foolish to attempt a greater speed at any time , as you never know what you might meet...and where the next pothole is going to appear . We think that the formal reduction in speed limit is quite unnecessary and would urge you not to invoke the reduction</p> <p><u>30mph Speed Limit</u> - Object – as above</p>
(48) Local Resident, (unknown)	<p><u>20mph Speed Limit</u> - Object - not cost effective.</p> <p><u>30mph Speed Limit</u> - Object – as above</p>
(49) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object – The money would be better spent on filling in the pot holes, which cause damage to all of our cars.</p> <p><u>30mph Speed Limit</u> – no comment</p>
(50) Local Resident, (unknown)	<p><u>20mph Speed Limit</u> - Object - feel 30 mph is the correct speed limit. Mostly when traveling through the village you don't hit 30 mph anyway, but 20MPH is to slow.</p>

	<u>30mph Speed Limit</u> – no comment
(51) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object - the volume of traffic has increased beyond belief, as is the case throughout the whole of Britain I would imagine. I do not however feel the speed of traffic has increased any, infact sheer volume probably keeps speed down as drivers are likely to meet traffic coming in the opposite direction along the single track road. I would also note that in all that time I can only recall 3 accidents, 2 involving horses of which the riders lost control no vehicle involved the other being an elderly village resident whose car skidded on ice when taking the bend outside our house. There may be more I can't recall but to best of my knowledge there has never been a serious road accident in the village. This leads me to believe that traffic travelling through the village does so in a safe & considerate manner.</p> <p>This is also backed up by 2 speeding surveys both of which put average speed through the village at just 24mph. I feel that reducing the speed limit would be a complete waste of time & valuable resources to everyone involved & would like to formally object to this proposal</p> <p><u>30mph Speed Limit</u> – no comment</p>
(52) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object - I feel this would be a complete waste of time & money as traffic does not speed through the village as backed up by 2 speed monitoring surveys & since there have been no serious accidents drivers are obviously driving with care & consideration.</p> <p><u>30mph Speed Limit</u> – no comment</p>
(53) Local Resident, (Swinbrook)	<p><u>20mph Speed Limit</u> - Object – a waste of money.</p> <p><u>30mph Speed Limit</u> – no comment</p>
(54) Local Resident, (Minster Lovell)	<p><u>20mph Speed Limit</u> - Object – no comment</p> <p><u>30mph Speed Limit</u> – no comment</p>

(55) Local Resident, (Asthall)	<p><u>20mph Speed Limit</u> - Object – Maybe install caution signs (please drive carefully).</p> <p><u>30mph Speed Limit</u> – no comment</p>
(56) Local Resident, (Asthall)	<p><u>20mph Speed Limit</u> - Object – Signs instead to make people more aware of the hazards.</p> <p><u>30mph Speed Limit</u> – no comment</p>
(57) Local Resident, (Burford)	<p><u>20mph Speed Limit</u> - Object – Not cost effective.</p> <p><u>30mph Speed Limit</u> – no comment</p>
(58) Local Resident, (unknown)	<p><u>20mph Speed Limit</u> - Support - I know the question of speed limit has raised tensions in the village, but I write this in the hope that it might bring us together in recognising a problem. People - especially non-villagers - are not treating these narrow, winding roads with the respect they deserve, especially when weather conditions make them even more difficult.</p> <p><u>30mph Speed Limit</u> - Support – as above.</p>



REDUCTION OF SPEED LIMITS IN SWINBROOK AND WIDFORD

CONTENTS

- Introduction
- The context
- Views of Residents
- Views of Visitors
- OCC Speed Monitoring events
- Conclusions and Recommendations
- References
- Appendices



INTRODUCTION

This report presents a case for reducing the present speed limits in Swinbrook and Widford. It is written on behalf of concerned residents, local visitors and tourists to support the speed reductions as part of the Parish initiative to create a safer environment for all road users. The lower speed limits would highlight the nature of the village lanes and are intended to encourage drivers to adopt appropriate and safe speeds when sharing the roads with vulnerable road users. This report is sponsored and authored by representatives of the Swinbrook and Widford Action Group for Responsible Driving (SWARD).

The results of the two recent Oxfordshire County Council (OCC) Speed Monitoring events are interpreted within the context of additional evidence including the views of both residents and visitors. The DOT Guidelines *Setting Local Speed Limits* Circular 01/2013 is used to inform the report.

THE CONTEXT - THE NATURE OF THE WIDFORD AND SWINBROOK LANES

Swinbrook:

"Swinbrook is about 2 miles east of Burford on the north side of the River Windrush away from all main roads and can only be reached along country lanes". Oxfordshire villages website, 2017

The lane through Swinbrook for which a 20mph limit is now being requested (referred to as the Village Lane for the purposes of this report) is a narrow, single-track lane where residents, visitors and tourists walk in the lane itself. In keeping with such a rural environment there are no road-side footpaths or pavements, although there are occasional grass verges which provide important safe places for walkers whenever a vehicle passes. Extensive erosion of these verges by cars, vans and HGVs has not only reduced the amount of safe space for walkers but also provides a false impression of road width and road conditions, further encouraging inappropriate speed - with road users frequently driving at 30mph within inches of pedestrians.

- The Village Lane has multiple single-track blind bends with restricted visibility, very few places that are wide enough for 2 vehicles to pass unless both vehicles mount the verges - and is regularly used by many vulnerable road users including residents accessing their homes or visiting neighbours and tourists and local visitors including families with young children, cyclists, horse riders, and dog walkers
- The local authorities encourage tourists and visitors to come to walk the Village Lanes, including publishing details on several information websites, widely advertised in many tourist guides - and furthermore promoting walks through the village lanes with the provision of on-line maps as a recommended countryside walk.
- Swinbrook is a popular tourist destination due to it's historic links with the Mitford family and the popular Swan Inn, which attracts many diners and hotel guests – many of whom will be first time visitors and tend to walk the Village Lane.
- Hence it is not unusual to round a bend or drive over the brow of a hill and suddenly come across a single dog walker, a family pushing babies in buggies, horse riders or a conducted tour of up to 15 people walking on the Village Lane.



Photograph Swinbrook 1



Photograph Swinbrook 2

(Please see further photographs in Appendix 2)

Widford:

The residents' survey indicated that 93% of Parish residents supported the reduction of the speed limit through Widford.

We therefore strongly support the present application to reduce it to 30mph for the following reasons:

- The road through Widford is frequently used by cyclists, dog walkers and families following a well publicised circular walk (see photos below and in Appendix 2)
- The following link is the recommended map which encourages visitors to visit and walk along the Widford road.
<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/countryside/walksandrides/westoxwalks/cwwindrushmap1.pdf>
- Widford is a small hamlet located around a road junction on a narrow lane. Nearby is St Oswalds Church, a medieval building with significant wall paintings, this is a very popular tourist site which is heavily promoted.
- The road junction at Widford is a blind exit, it is extremely difficult to exit, especially when traffic is travelling at speed. Some of the houses in Widford have their car parking facility on the other side of the lane, residents therefore need to cross regularly by foot.

The DOT states that it is government policy that a 30 mph speed limit should be the norm in villages. Traffic advisory leaflet 01/04 (DfT 2004) suggests a set of reasonable minimum criteria for a speed limit of 30 mph but it also states that when the character of a village falls outside this definition, local authorities are encouraged to use their discretion to decide whether this speed limit is appropriate. We strongly support that this is the case in Widford, as this is a tourist attraction in an AONB and the lane is used by large numbers of vulnerable road users.



Photograph Widford 3

Photograph Widford 4



THE CONTEXT - OTHER POINTS OF REFERENCE:

The World Health Organisation (WHO 2017) argues strongly that 20mph limits are required for authorities to meet “Duty of Care” responsibilities and recommend a speed limit of 30km/h (19mph) when “roads provide possible conflicts between car and unprotected users”(WHO 2017:9).

- Visitors are encouraged to come to walk through our lanes in both villages, not only by necessity but also as a tourist attraction and these visitors include many elderly walkers and young children. We believe that this requires some consideration for their safety during their visit, as well as the safety of local residents.
- In Parish Council (PC) meetings residents have frequently expressed concern about the safety of visitors, residents and especially children walking these lanes because of the increasing volume and speed of traffic through the Swinbrook and Widford parish.
- Residents have raised the need “to do something” before a serious incident may occur. Recent records, kept by the Parish Council Clerk list many near-misses and incidents including an overturned car during 2017 requiring attendance by emergency services.
- The introduction of a 20 mph limit is therefore very important in terms of Duty of Care, to encourage drivers to drive with due consideration of the shared nature of these lanes.

Traffic Authorities are encouraged to consider the introduction of more 20mph limits to create a safer environment and improve the quality of life in a community (Department of Transport (DOT) 2013).

- The DOT 2013 guidelines state: *“If a rural road is below A or B classification and there is a risk to vulnerable road users then it should be classified as a local access road”*

It is our opinion that this condition is met, and OCC confirmed at a recent meeting that this is indeed the classification. When a road is classified as a local access road the DOT guidelines recommend that the wishes and needs of the local community are considered to be of paramount importance when considering a reduction in speed limits.

VIEWS OF RESIDENTS AND VISITORS

In response to discussions at Parish Council Meetings two research surveys have been conducted by a group of residents to identify the views of i) local residents ii) visitors to the village to reducing the present speed limits. The raw data for both surveys are available for inspection.

RESIDENTS’ VIEWS : survey of households in Swinbrook and Widford

At the Village Traffic Meeting on 25th May 2017, following the support offered by Anthony Kirkwood (Assistant Principal Engineer, Traffic Safety and Accident Prevention, Oxford CC) and Neil Owen (Oxfordshire County Councillor) three key proposals and options were discussed. Both of the guest County officials indicated that our parish needs to respond urgently to the increasing traffic volume and to consider the options for safer and calmer roads.

The aim of this survey was to seek the opinion of a large representative sample of parishioners as to whether they agreed or disagreed with the three proposals and to provide a summary of the data for the PC so they could act in the best interests of our community and with respect for the views expressed. The results summarized below are based on the 85% of households in the parish who responded to this survey, either in writing or in person. This is an extremely high response rate for such surveys and demonstrates the strength of local feeling on the issue.

A brief summary of the survey follows. **A more detailed account of methodology is in Appendix 3**

Methods

The three key proposals from the Parish Council Traffic Meeting were presented in writing or by personal communication as follows:

1. Are you supportive of the proposal *that Swinbrook and Widford Parish Council should move forward with an application for a 20mph speed limit to replace the current 30 mph limit through the village?*

RESULT: YES: 86% NO: 14%

2. Are you supportive that this proposal *be supplemented with an application to additionally reduce the speed down from 60mph to 40mph on all other village approach roads (e.g from the A40, from Burford via Widford and past South Lawn from the A361)?*

RESULT: YES: 93% NO: 7%

3. Finally, are you supportive *that the Parish Council also put together a plan whereby Swinbrook may be designated as an official "Shared Use" lane at some time in the future?*

This would fall under a Department of Transport use order, known as a " Quiet Lane" policy and is described in detail by the CPRE via the attached link.

www.cpre.org.uk/resources/transport/roads/item/download/378

RESULT: YES: 84% NO: 16%

The many reasons given for the "Yes" responses focus on serious concerns about the safety of residents, visitors and notably children in our villages, the need to remind drivers of the risks their vehicles pose to people who live and tourists who walk here - and to encourage drivers to be more responsible and respectful of our community. In addition, there is a strong sense that we need to protect this very special recreational and walking environment from the impact of advancing urban surrounds and increasing traffic volumes.

Residents' Views: Conclusions

A clear majority of the households who responded voted in favour of all three proposals. It was recommended that steps should be taken to investigate and implement these changes as swiftly as

possible.

One concern raised by the PC was that the cost of implementing changes to the speed limit would result in an increase in The Parish Precept, but decisions were made at a subsequent parish meeting that this would not be necessary.

THE VIEWS OF VISITORS

After discussion at the Parish Council of the results of the residents' survey it was decided to conduct a short survey of the views of visitors to Swinbrook. The survey was carried out by 2 residents, who are both experienced research scientists, over a combined period of 9.5 hours. A total of 453 signatures in support of the road speed limit reductions were received as follows:

One survey took place on the 2 weekends either side of the second OCC Traffic Monitoring event i.e. Sat 13th /Sun 14th May and Sat 20th/Sun 21st May; it is of note the weather was not good during 3 of these dates and the numbers of visitors was lower than expected on a fine weather weekend..

Both researchers were located at the same point in the village (outside the Swinbrook Village Hall). The times chosen for this activity were approximately 1 to 2 hour time slots between 11.30 hrs and 15.30 hrs. They did not stop cyclists.

Visitors who walked by were asked if they had concerns about the speed of the traffic during their walks and if they would be happy to sign a petition to indicate their support for our application to reduce the existing speed limit. **A copy of the petition is in Appendix 4.**

In total 210 supporting signatures were collected over 9.5 hours. Not one person approached refused to sign, everyone was in wholehearted agreement with the petition.

Some typical comments:

"These roads are very narrow and cars just don't slow down for walkers"

"I can't see why anyone would not want to sign this petition"

"These are country lanes, very narrow and unsuited to existing speeds, extraordinary dangerous, please don't wait for a bad accident to correct this"

This represents just over **21 people per hour** walking past Swinbrook Village Hall over the collection period, this is equivalent to 1 person every 2 minutes and 50 seconds.

During the data collection period there were 2 incidents: The first was a collision between 2 cars, near the corner by Swinbrook Cottage. The second was more serious; a group of 4 adults, one of whom was carrying a very young infant in a chest sling, walked past. They were shocked and very angry having just been narrowly missed by a car driving past at very high speed; they were extremely keen to sign the petition.

A second survey was conducted in the form of unmanned petitions : over the month of May 13th to the end of June a further 243 supporting signatures were collected at the un-manned petitions in the entrance to The Swan Inn and Widford and Swinbrook Churches, these are popular destinations for visitors.

There is therefore evidence of overwhelming support from visitors of a reduction in speed limit in Swinbrook and Widford. The raw data is available for inspection if required.

TRAFFIC SPEED SURVEYS IN SWINBROOK AND WIDFORD PARISH

In response to requests from Swinbrook PC, Oxford County Council (OCC) has carried out 2 Speed surveys, the first in 2016 and the second in 2017.

There follows an interpretation and opinion of the traffic speed data provided from these OCC Speed Monitoring exercises provided in response to the open invitation for comments (19th June 2017) from the Parish Council to local residents.

The Dept of Transport Guidelines (Circular 01/2013) "*Setting Local Speed Limits*" has been used to inform this interpretation and is offered within the context of the nature of the village road and the additional survey evidence of the views of both residents and visitors.

The objective of the speed monitoring survey was explicit: it was not intended to evaluate whether or not there is a speeding issue through the village with drivers breaking the law with respect to the current speed limit of 30 mph, but was to provide data to evaluate whether or not a 20mph limit could be introduced (without the need for additional traffic calming measures) under Government issued DOT guidance.

Data Interpretation for Swinbrook

OCC: First Speed Survey - May 2016

This initial speed survey (OCC:May 2016) has shown (despite the camera's location: one between a blind bend and a road junction, another on a blind bend) that 119 cars exceeded the 30mph speed limit over the 7 day trial and an average of 612 cars per day was recorded by one of the cameras.

OCC: Speed Survey - May 2017.

This data is from a camera located at: Court Cottage East and Court Cottage West. Please note this location is as shown in the above photograph 2.

- **The mean speed was 23.5/ 23.9mph (depending on direction of travel)**

Comment: Research from the DOT indicates that "*If the mean speed is around 24 mph introducing a 20 mph speed limit, even with signs alone, is likely to lead to general compliance with the new speed limit*" (DOT 2013)

- **Although a minority of cars were driving at excessive speed 85% of the cars were travelling at or below 29.8 mph**

Comment: The 85th % percentile data is within the current speed limit, this indicates that the majority of drivers comply with the statutory speed limit and are therefore perhaps more likely to also comply with a lower speed limit of 20mph

Additional data over the week of recording:

- 308 cars exceeded the 30mph speed limit, this is an average of 44 cars every day exceeding the 30mph speed limit.
- 35 cars travelled at speeds between 36 and 41 mph, 5 cars between 41 and 46 mph and one car between 46 and 51 mph

Comment: 15% of cars are driving at excessive speeds. This is a single-track road with no footpath and restricted visibility. It is used by vulnerable road users, such as pedestrians, families with young children, cyclists, horse riders and dog walkers.

There are also 4 drive way entrances at this point, all of the drive ways have very restricted visibility. Due to the narrowness of the lane it is not possible to leave and enter the driveways without making several manoeuvres

- Crucially the overall mean and 85th % percentile speed is within the range identified by DOT research as being conducive to driver compliance if a lower speed limit of 20mph is introduced.
- Therefore, according to the DOT guidelines the results of this speed monitoring exercise strongly support a case for reducing the present speed limit from 30 to 20 mph.)

To conclude, a review of the speed data collected indicates a minority of cars driving at speeds in excess of the legal limit. All of these were driving at a dangerous speed for the type of road.

The overall mean speed is within the range identified by DOT research as being conducive to driver compliance if a lower speed limit of 20mph is introduced. According to the DOT guidelines the results of this speed monitoring exercise strongly support a case for reducing the present speed limit from 30 to 20 mph.

OVERALL CONCLUSION AND RECOMMENDATIONS

This paper presents a strong case for reducing the speed limits in the village by clarifying a context for Swinbrook and Widford and the nature of the community. It also draws on evidence from surveys of the attitudes of residents and visitors and provides some analysis of recent OCC speed test results.

We believe that the introduction of a 20 mph limit in Swinbrook and a 30 mph limit in the centre of Widford will encourage more considerate, careful and hence safer driving and provide important information to drivers about the nature of the road.

Data from the 2 local surveys (Residents and Visitors) indicates the majority of residents, tourists and local visitors recognise that the current speed and volume of traffic through these lanes pose a risk to the safety of unprotected, vulnerable road users. By adding their names to this proposal they appeal to the authorities to reduce the speed and help to keep them safe. While there is no guarantee that all drivers will drive responsibly, these speed reductions will help to improve driver awareness and we ask that this request be recognised, in keeping with WHO recommendations, as a Duty of Care to all who use these lanes.

REFERENCES:

1. *Setting Local Speed Limits* DOT Circular 01/2013
2. *Managing Speed* WHO 2017
<http://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17.7-eng.pdf?ua=1>

Authors: Michael Bloor, Christine Standen, Prof Peter Hammond, and Eileen Boothroyd.

Feb 16th 2018

Acknowledgements: We should like to acknowledge the incredible support and enthusiasm received from so many of our neighbours and parishioners over the past 2 years.

APPENDICES



APPENDIX 1: SWARD AIMS

Aims:

1. To create a safer environment and improve the quality of life in the community
2. To encourage walking, cycling, horse riding and the considerate use of the road as a shared facility
3. To create a sense of ownership of the scheme and encourage responsible driving
4. To discourage use of the road as a “rat run”

APPENDIX 2: PHOTOGRAPHS

SWINBROOK







WIDFORD







APPENDIX 3:

SUMMARY REPORT OF THE SWINBROOK AND WIDFORD RESIDENTS' SURVEY

A CAMPAIGN FOR SAFER LANES



August 2016

Introduction and Background

Parishioners have reported their concerns about the speed and aggressive attitudes of certain drivers traveling through our villages to the Parish Council (PC) over many years. There is recent evidence of drivers failing to exercise appropriate judgement with regard to their speed whilst negotiating the specific road conditions in the parish, of cars exceeding the speed limit on a daily basis, being driven recklessly past pedestrians and causing damage to stone walls and road-side verges. There have also been several reported accidents and incidents; one of these, near the crossroads by the cricket club, resulted in a car overturning and required the attendance of the emergency services.

At the Village Traffic Meeting on May 25th, following the support and encouragement offered by Anthony Kirkwood (Assistant Principal Engineer, Traffic Safety and Accident Prevention, Oxford CC) and Neil Owen (Oxfordshire County Councillor) three key proposals and options were discussed. These proposals now need to be considered for further action.

Both of the guest County officials indicated that our parish needs to respond urgently to the increasing traffic volume and to consider the options for safer and calmer roads.

Aims

The aim of this survey was to seek the opinion of a large representative sample of parishioners as to whether they agree or disagree with the three proposals and to provide a summary of the data for the PC so they can act in the best interests of our community and with respect for the views expressed.

Methods

The three key proposals from the Traffic Meeting were presented in writing or by personal communication as follows:

1. Are you supportive of the proposal as discussed on the 25th, *that Swinbrook and Widford Parish Council should move forward with an application for a 20 mph speed limit to replace the current 30 mph limit through the village?* A copy of the rationale for this proposal (as presented during the meeting on May 25th) was provided.
2. Are you supportive that this proposal *be supplemented with an application to additionally reduce the speed down from 60mph to 40 mph on all other village approach roads (e.g from the A40, from Burford via*

Widford and past South Lawn from the A361)?

3. Finally, are you supportive that the Parish Council also *put together a plan whereby Swinbrook may be designated as an official "Shared Use" lane at some time in the future?* This would fall under a Department of Transport use order, known as a "Quiet Lane" policy and is described in detail by the CPRE via the attached link.

www.cpre.org.uk/resources/transport/roads/item/download/378

Data collection was initially undertaken by sending individual e-mails to everyone on the PC email list during early June. PC members were not included in the initial request as it was recognized they would be able to express the views of their own households by nature of their positions on the committee.

As this is not intended to be a referendum, for practical reasons and to be fair to those households for whom the PC contact list only included one occupant, it was decided to summarise the data by household.

The number of households responding to the initial email by the end of June was extremely high (over 70% response); this is an indication of how strongly residents feel about the issues. However, in order to be as thorough as possible, repeated efforts were made throughout July and early August to seek a response from all previous non-respondents and to make contact with a number of additional households who were not represented on the original PC email list. The decision was also made to include the views of all PC members during this "second wave" approach.

The deadline for receiving responses for this report was set as August 20th 2016, to provide sufficient time for all new contacts to respond but without further delaying this project unduly. It was decided that a brief summary report should be distributed to the PC members by the end of August, so that work can start on the proposals during autumn 2016. Any responses received after this date will be forwarded to the traffic sub-committee.

Results

A more detailed report including the rationale and background to this survey, plus a comprehensive overview of specific comments and requests received from all respondents, is in preparation. Further details will be presented to the PC when these findings are discussed with us at the first suitable PC meeting.

Sample size

- No. of households contacted in June (based on the PC email list at that time) = 39
- Total no. of households contacted by early August = 53
- Total no. of households responded by August 20th = 45 (i.e. 85 % of those contacted)

Data Analysis

A total of 43 households responded to the specific questions and provided answers from themselves - or on behalf of their households - and are therefore included in this analysis. Only one of these households indicated a small difference of opinion within their household and this is captured below in the Results section.

A further two households responded but have not (as yet) specifically answered the questions, therefore although both have stated they would support measures for safer lanes, their data has not been included in the present analysis.

The number of households who either agree or disagree with each of the three proposals is as follows:

Proposal 1 (20mph)

Yes = 37 households (86%)

No = 6 households (14%)

Proposal 2 (60 mph down to 40mph)

Yes = 40 (93 %)

No = 3 (7%)

Proposal 3 (Quiet Lane)

Yes = 36 (84 %)

No = 7 (16 %)

Two of the respondents who voted “ No” to a 20 mph limit advised that whilst they felt they could not support the costs and time associated with fighting for a 20mph limit, both stated that they **would** support other measures to encourage the traffic to drive slowly and more considerately through the village; they both suggested a 20's Plenty Campaign because this could be set up more swiftly.

Several of the respondents who voted “ Yes” to a 20 mph limit suggested that this limit should start at Claybutts and extend to just beyond Payne's Farm. Two of the “Yes” respondents highlighted that the 20 mph limit might not be necessary throughout the entire length of the village.

The majority of respondents from Widford suggested that a 30 mph (or even a 20 mph) would be most appropriate for the stretch of the main road that passes close to the houses in Widford.

One household reported support of Proposal 2 from one respondent but ambivalence on Proposal 2 from the second respondent.

The many reasons given for the “ Yes “ responses focus on serious concerns about the safety of residents, visitors and notably children in our villages, the need to remind drivers of the risks their vehicles pose to people who live here and to encourage drivers to be more responsible and respectful of our community. In addition there is a strong sense that we need to protect this very special environment from the impact of advancing urban surrounds.

The main reasons cited for the “No “ Responses are as follows:

Costs and possible impact on The Parish Precept

The respondent did not see any problem with speeding or driving behaviour through the village

“One would potentially be criminalized on a regular basis whilst traveling above the new speed limits”

The measure would not be effective and the police would not be supportive

A Quiet Lane would be difficult to implement and would not be practical; several respondents expressed concern that Swinbrook would not meet the required criteria

“Car drivers who need to should be allowed to drive through the village, residents should not control the road “

Interestingly when the data is reviewed by distribution across the Parish, residents living in the centre of the village in either Swinbrook or Widford were more likely to vote “ Yes” which suggests, perhaps not surprisingly, that residents who witness the every day near-misses and other incidents when walking or driving out of their homes into the lane, appear to be the most motivated for change.

The PC members did not vote in quite the same way as the parishioners, largely due to the PC concerns with the practicalities and unknown factors regarding the Quiet Lane concept.

Conclusions

A clear majority of the households who have responded have voted in favour of all three proposals. Steps should be taken therefore to investigate and implement these changes as swiftly as possible.

Recommendations

Based on the clear majority from this large representative sample, the PC should undertake the necessary steps to implement Proposals 1 and 2 in the immediate future and to initiate a parallel plan to research the opportunity for a Quiet Lane, perhaps starting by consulting with other communities who have already achieved this status.

We understand that implementing these proposals will involve a lot of work, will be extremely challenging and will inevitably need a highly committed team to negotiate and drive things forward.

17. Based on feedback received, we would like to suggest that a Safer Lanes Sub-Committee be formed and should be led by at least 1 (or ideally 2) of those PC members who are the most committed to this cause, together with the Parish Clerk and an appropriate number of other volunteers from the parish.
18. The sub-committee should consider all residents' concerns and the feedback received, particularly concerning the unique nature of our lanes.
19. Parishioners have suggested many other useful and constructive initiatives during the survey process and these could be considered immediately. Certain ideas could be implemented rapidly, without any changes to the speed limit or the status of the lane. These are included in Appendix 1.

Costs

One concern raised by the PC is that the cost of implementing changes to the speed limit will result in an increase in The Parish Precept. We would like to suggest that the Traffic Sub-committee should be able to raise funds towards these costs, to be managed by the PC members on this committee, so as to ensure minimal impact on The Parish Precept; more than £3250.00 has already been pledged in spontaneous donations during the survey process without our asking as yet for any contributions.

Acknowledgements:

I should very much like to acknowledge the important contribution made to the completion of this survey by Mr Michael Bloor and the assistance I have received from others, including Eliza Bell, Sue and Robin Meech, Johanna Butt and Eileen Boothroyd in order to make contact with so many of our parishioners.

Christine Standen August 2016

Actions for immediate consideration and implementation - no changes required to the current status of our Parish lanes

1. Improvements are needed to road signage

Many respondents have commented on this need. Currently the signage in the Parish does not provide appropriate information for drivers. There are no warnings to drivers that they should expect to see walkers, children, horses or cyclists on our lanes - and appropriate guidance is lacking for drivers that they are entering a single-track village lane with passing spaces and blind bends. There is also minimal information to advise that Swinbrook is unsuitable for HGVs / information with regard to weight limit.

In Widford there are no signs at all to indicate that drivers are entering a village and this needs to be addressed.

Therefore the parish needs to consider the use of appropriate signage, especially for those drivers who are unfamiliar with our lanes, to help them to drive more considerately. We understand that a careful balance needs to be struck - and that councils are trying to reduce the clutter of road signage, particular in urban areas where it can cause distraction and confusion - but signage to provide warnings and to improve road safety **for both driver and pedestrian** should be paramount. **Almost two-thirds of all fatal road traffic accidents in Britain occur on rural roads (DOT 2015)** and the Guild of Experienced Motorists' guidance indicates that signage and other local "clues" are important keys to ensure safe driving in rural areas.

2. Implement a "20's Plenty" Campaign

Many respondents were supportive of a "20's Plenty" campaign as seen in Gloucestershire; their main reasons include the fact that a change to the speed limits will take a long time and this campaign would be a way to start to improve the environment immediately. It was also suggested that parishioners could start to drive at 20 mph ASAP.

3. Re-build the eroded verges and introduce specific passing spaces

Signage required for Swinbrook as a single-track lane with passing spaces. Repair the erosion of the verges and return the lane to a single track by re-instating the damaged verges. Many parishioners offered to contribute to this themselves, have provided information and costs for the import of suitable soil, and several have offered to physically work on any such project - including one of our most senior parishioners who has offered to use a pickaxe and a paintbrush to help to make our roads a safer place.

APPENDIX 4 VISITORS' PETITION



Petition for Safer Lanes in the Swinbrook & Widford Parish



To keep our lanes safe for walkers, cyclists and riders

For the Attention of Anthony Kirkwood, Oxfordshire County Council (O.C.C.)

We, the undersigned, petition Oxfordshire Council to reduce the speed of vehicles traveling the lanes through Swinbrook and Widford in order to improve road safety for the many hundreds of vulnerable road users and tourists who walk, cycle or ride along these popular rural lanes every week.

We call upon O.C.C. to:

1. Reduce the speed limit through the village of Swinbrook to 20 mph (currently 30mph)
2. Reduce the speed limit through the village of Widford to 30 mph (currently 60 mph)
3. Reduce the speed limits on the narrow /single track country lanes approaching the village from 60 mph to 40 mph.

Background to this Petition:

Parishioners and visitors have reported their concerns about the speed and attitudes of certain drivers traveling through our villages over many years. There is now evidence of cars exceeding the speed limit on a daily basis, being driven recklessly past pedestrians, cyclists and horses – and of drivers failing to exercise appropriate judgement with regard to their speed whilst negotiating these narrow, single-track roads and blind bends. There have been several reported accidents and incidents; one of these, near the crossroads by the cricket club, resulted in a car overturning and required the attendance of the emergency services.

The lanes through our villages form part of a popular, recommended route for walkers of all ages, notably for families with small children and dog-walkers. Many residents and visitors walk along these lovely lanes every day - and due to the absence of footpaths all pedestrians, children and animals share the road with vehicles. The lanes are also part of a very popular Cotswolds Cycle Route.

CMDE11

This petition is being conducted as part of the Parish Campaign for Safer Lanes and is sponsored by the Swinbrook and Widford Action Group for Responsible Driving (SWARD). Please return sheets to Lisa Harrop (Parish Clerk)

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Division(s): Witney South & Central

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

A4095 BURFORD ROAD WITNEY - PROPOSED SHARED USE FOOTWAY / CYCLE TRACK AND TOUCAN CROSSING

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to provide a shared use footway/cycle-track and toucan crossing on the A4095 Burford Road in the area between Springfield Park and Tower Hill, in Witney.

Background

2. The above proposal has been put forward as part of a proposed residential development on the north side of the A4095 Burford Road. Plans showing the proposals are provided at Annex 1 and 2.

Consultation

3. Formal consultation on the proposal was carried out between 14 February and 16 March 2018. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Witney Town Council Councils and local County Councillors. Street notices were also placed in the vicinity of the proposed crossing location and letters sent to adjacent premises.
4. Two responses were received. An objection from a member of the public which, however, did not give any grounds for the objection and one in support from the Windrush Bike Project, which nevertheless raised queries on some aspects of the design and also wider issues about cycle provision in the area. These responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objection and other comments

5. The objection of the member of the public is noted.
6. The Windrush Bike Project, while welcoming the principle of provision for cycling, queried the design of the cycle track where it crossed side road junctions, noting that this did not conform with the cycling design standards recently issued by the County Council. While it is accepted that this is the case, the design of this specific scheme predates the issuing of these

standards and it is not considered feasible to amend the design at this stage, noting also that layouts of the type currently proposed typically have very good safety records.

7. The wider concerns raised about the integration of the proposed scheme with existing cycle provision and future plans for additional provision on the Burford road are also noted but it should be stressed that the current proposals do not in any way constrain opportunities for further provision for cyclists here as and when funding to deliver the latter becomes available.

How the Project supports LTP4 Objectives

8. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

9. Funding for the proposed bus stops has been provided from the developers of land adjacent to the A4095 Burford Road.

RECOMMENDATION

10. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to provide a shared use footway/cycle-track and toucan crossing on the A4095 Burford Road in the area between Springfield Park and Tower Hill, in Witney as advertised.**

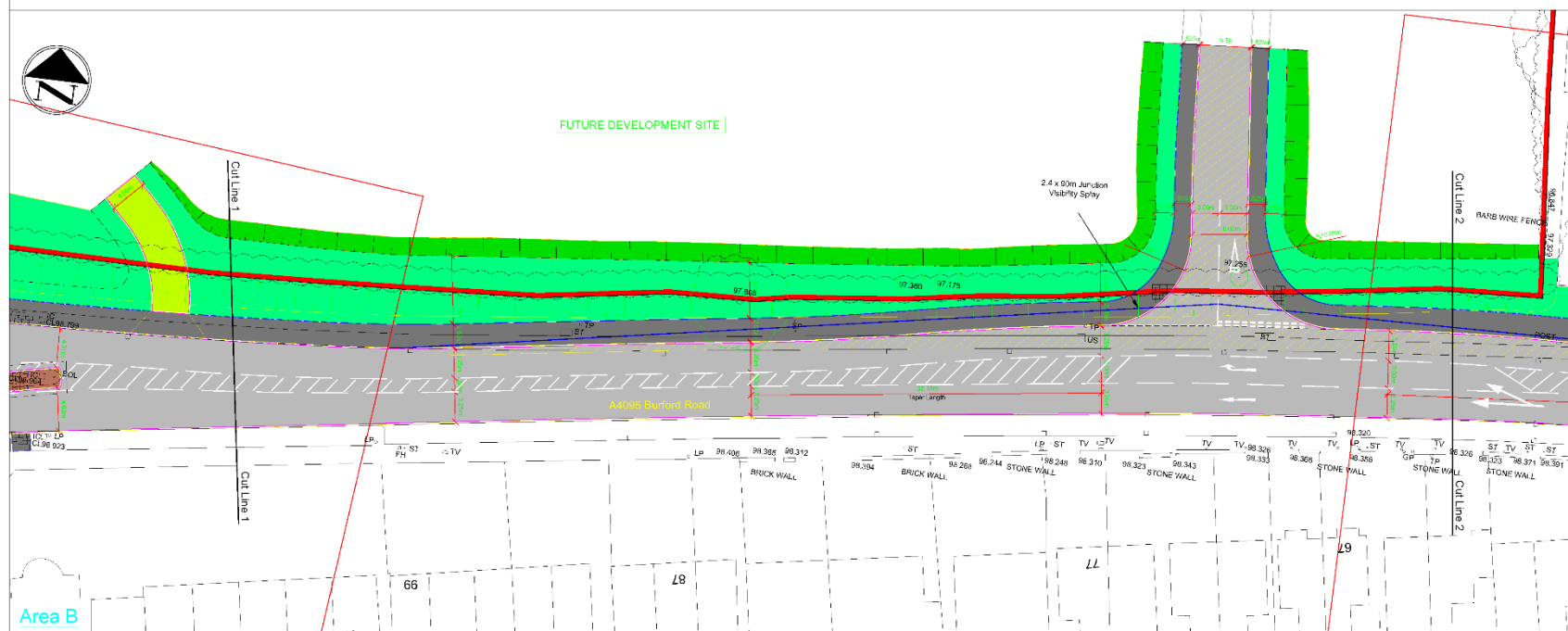
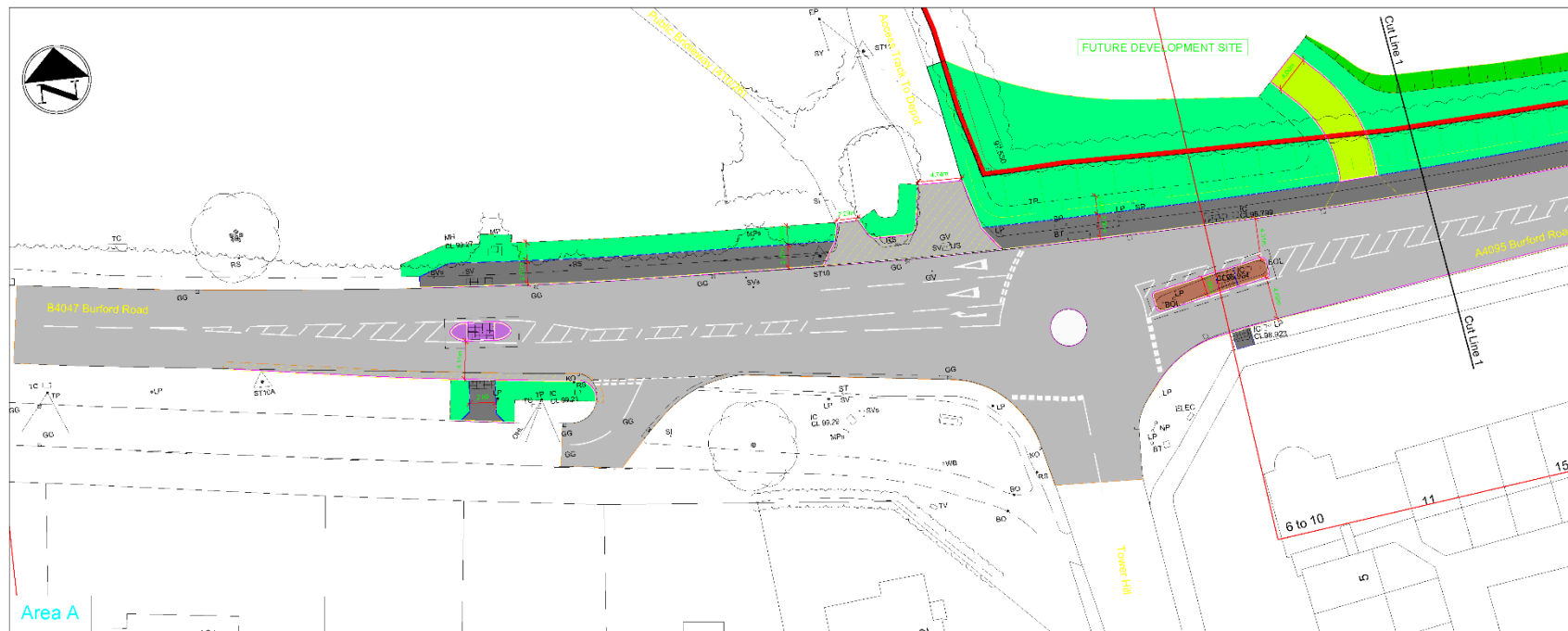
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed shared use footway / cycletrack and
 toucan crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018



LEGEND	
	Existing Road Surface Over Which New Roadmarkings Are to be Installed
	New Cycle / Footways
	New Road Pavement
	New Road Pavement (Formication)
	Reconstructed Pedestrian Refuge Island
	New Pedestrian Refuge Island
	Highway Verge / Reinstatement of Existing Verge
	Better Slope (1 in 2 Unless Shown Otherwise)
	Development Site Boundary

- Notes:**
- This drawing presents the "General Arrangement" for the new site and emergency accesses required to service the proposed residential development on land to the North of Burford Road, Witney.
 - This drawing shows the off-site highway works that will require a S278 agreement with Oxfordshire County Council.
 - The extent of the proposed highway boundary to be added to this layout, once agreed with Oxfordshire County Council.

Rev	Date	Author	Check	Appr
P1	28-10-17	Technical Supervisor (P18 issue)	10/1	GT

RSK

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Web: www.rsk.co.uk

Client: **DAVID WILSON HOMES**

Project Title: **LAND NORTH OF BURFORD ROAD
WITNEY, OXFORDSHIRE**

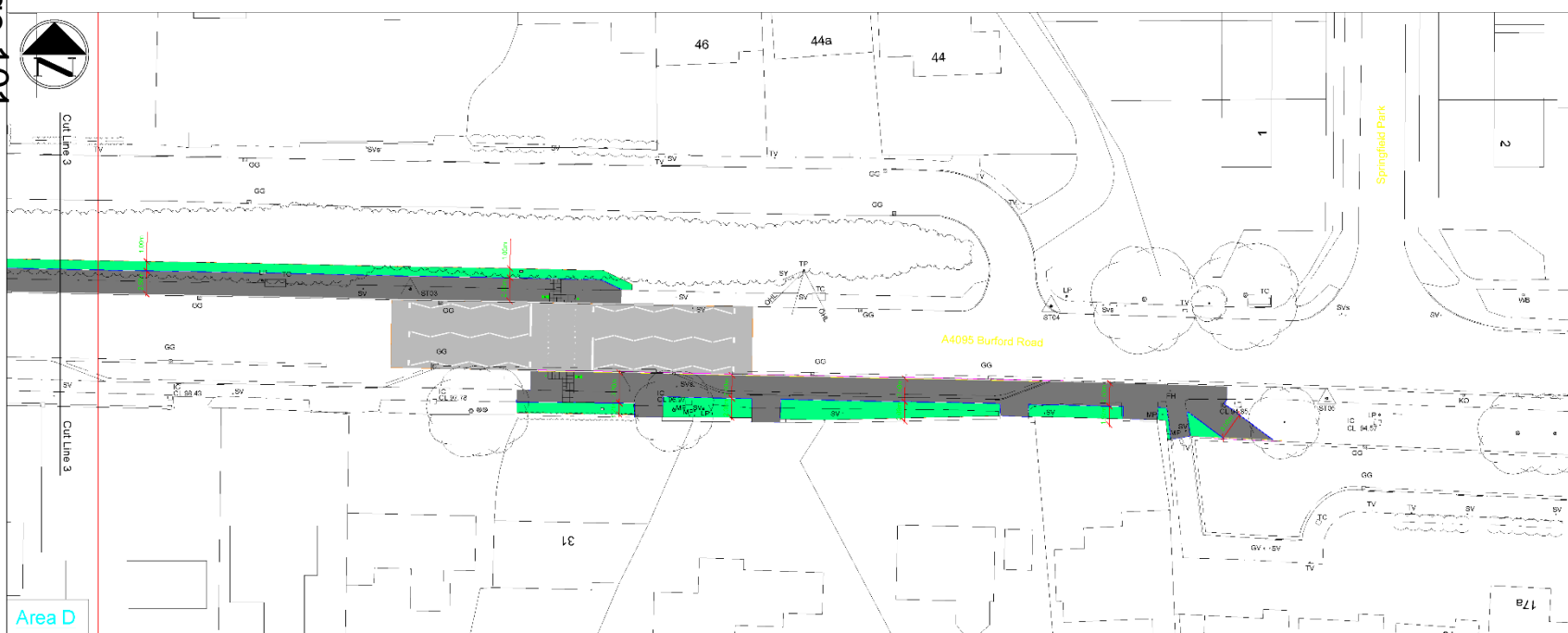
Status: **TECHNICAL SUBMISSION**

Drawing Title: **GENERAL ARRANGEMENT
S278 HIGHWAY WORKS
SHEET 1 OF 2**

Drawn	Date	Checked	Date	Approved	Date
TWR	24.07.17	GT	25.07.17	GT	28.10.17

Scale: 1:250
Orig Size: A1
Dimensions: Metres

Project No: 890177
Drawing Title: 51-02.dwg
Drawing No: 51-02-01
Rev: P1



LEGEND	
	Existing Road Surface Over Which New Roadmarkings Are to be Installed
	New Cycle / Footways
	New Road Pavement
	New Road Pavement (Permeable)
	Reconstructed Podiatrican Refuge Island
	New Pedestrian Refuge Island
	Highway Verge / Reinstatement of Existing Verge
	Batter Slope (1 in 2 Unless Shown Otherwise)
	Development Site Boundary
	Toucan Crossing Traffic Signals

- Notes:
- This drawing presents the "General Arrangement", for the new site and emergency accesses required to service the proposed residential development on land to the North of Burford Road, Witney.
 - This drawing shows the off-site highway works that will require a S278 agreement with Oxfordshire County Council.
 - The extents of the proposed highway boundary to be added to this layout once agreed with Oxfordshire County Council.

PI	25-10-17	Technical Submission (Final Issue)	REV	01	01
REV	Date	Author	Drawn	CHK	Appd

RSK

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Client: **DAVID WILSON HOMES**

Project Title: **LAND NORTH OF BURFORD ROAD
WITNEY, OXFORDSHIRE**

Status: **TECHNICAL SUBMISSION**

Drawing Title: **GENERAL ARRANGEMENT
S278 HIGHWAY WORKS
SHEET 2 OF 2**

Drawn	Date	Checked	Date	Approved	Date
TWR	24.07.17	GT	25.07.17	GT	28.10.17
Scale	1:250	Chip Size	A1	Dimensions	Metres

Project No	Drawing File	Rev
890177	51-02.dwg	P1
Issued To	51-02-02	

RESPONDENT	SUMMARISED COMMENTS
Windrush Bike Project	While welcoming additional provision for cyclists, we are concerned that the detailing of the scheme where the cycletrack crosses side road junctions is not in accordance with current OCC advice, and also query how the proposed provision fits into other existing provision on the Burford Road (which is on the south side of the road) and more generally, on wider plans for cycling provision on this corridor.
Local Resident, (Springfield Park, Witney)	<u>Toucan Crossing</u> - Object – no comment <u>Shared-Use Footway</u> – Object – no comment