



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

***Thursday, 20 December 2018 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Wednesday 2 January 2019 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 blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

December 2018

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

Note: Date of next meeting: 17 January 2019

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: Wood Farm Area - Proposed Controlled Parking Zone (Pages 1 - 32)

Forward Plan Ref: 2018/087

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

Report by Director for Operations (**CMDE4**).

The report presents responses received to a statutory consultation to introduce a Controlled Parking Zone (CPZ) in the Wood Farm area of Oxford. The proposal will be funded from developer contributions.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a Controlled Parking Zone (CPZ) in the Wood Farm area of Oxford as advertised.

5. Chipping Norton - Proposed 20mph Speed Limit (Pages 33 - 48)

Forward Plan Ref: 2018/065

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

Report by Director for Operations (**CMDE5**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit in Chipping Norton town

centre put forward by Chipping Norton Town Council who are funding the proposals in response to concerns over road safety and the wider adverse impact of traffic on residents.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit in Chipping Norton town centre as advertised.

6. Aston Tirrold and Upthorpe: Proposed 20mph & 50mph Speed Limit (Pages 49 - 56)

Forward Plan Ref: 2018/165

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

Report by Director for Operations (**CMDE6**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit in the village of Aston Tirrold and Upthorpe and replace two short lengths of unrestricted (60mph) road leading out of the village with a 50mph speed limit. The proposals are being promoted and funded by the Aston Tirrold and Upthorpe Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit in the village of Aston Tirrold and Upthorpe and replace two short lengths of unrestricted (60mph) road leading out of the village with a 50mph speed limit as advertised.

7. East Hanney - Proposed 30mph Speed Limit (Pages 57 - 64)

Forward Plan Ref: 2018/147

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

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

The report presents responses received to a statutory consultation to introduce a 30mph speed limit in place of the existing 50mph limit on the Steventon Road at East Hanney. The proposals have been put forward as a result of a residential development on the north side of the Steventon Road and are being funded by that development.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 30mph speed limit in place of the existing 50mph limit on the Steventon Road at East Hanney as advertised.

8. Application of Highway Policy Review - Phase 1 (Pages 65 - 90)

Forward Plan Ref: 2018/036

Contact: Rikke Hansen, Service Manager – Highways, Transport & Waste Tel:

07554 103536

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

This paper has been produced to seek approval for a number of policy statements that have been produced to meet the requirements of the Highways Code of Practice (October 2018). It follows the papers (Review of Highways policies) presented to cabinet in November 2017 which outlined the development of a new highways management framework and it was agreed that sign off of updated policies and procedures would be via reports to the Cabinet Member Delegated decisions meetings or by the relevant Director dependent on the level of service charge. As this is the first round of policy updates it was agreed that these should be taken to the Cabinet Member for Environment Delegated Decisions meeting irrespective of level of service charge.

It also seeks approval to apply a more flexible approach in how the Council manages the Statement of Priorities Definitive map caseload.

In preparation of the new documentation it should be noted that the statements have been developed in collaboration with our legal and insurance teams in addition to consultation and lengthy discussion at the Cabinet Advisory Group for Environment and Transport in November 2018.

The Cabinet Member for Environment is RECOMMENDED to agree:

- (a) the revised Highways Policy Statements at Annex 1 – 10 to the report CMDE8;
- (b) the revised Statement of Priorities at Annex 11 to the report CMDE8.

9. Oxfordshire Minerals & Waste Annual Monitoring Report 2018

(Pages 91 - 204)

Forward Plan Ref: 2018/099

Contact: Peter Day. Minerals and Waste Policy Team Leader Tel: (01865) 815544

Report by Director for Planning & Place (**CMDE9**).

The County Council is required to prepare and publish minerals and waste local plan monitoring reports. This procedural and information requirement has been met by the production each year of a Minerals and Waste Annual Monitoring Report. The Annual Monitoring Report must report on implementation of the Minerals and Waste Development Scheme (the programme for preparation of the Minerals and Waste Local Plan) and on the extent to which local plan policies are being achieved. A draft Oxfordshire Minerals and Waste Annual Monitoring Report 2017 (Calendar Year) has been prepared, covering the year 1 January to 31 December 2017.

The draft Annual Monitoring Report 2017 reports on how work on preparation of the revised Minerals and Waste Local Plan: Core Strategy was progressed in relation to the programme in the Council's Minerals and Waste Development Scheme, February 2016. It also reports on: production of aggregate minerals; permissions granted for mineral working and landbanks of permitted reserves; production of

secondary and recycled aggregates; amounts of waste produced and methods of management; permissions granted for waste management facilities and capacity of facilities. It cross refers to the Council's Local Aggregate Assessment and Waste Needs Assessment, which contain more detailed information and will sit alongside and complement the Annual Monitoring Report. In addition, it reports on work undertaken by the Council to meet the Duty to Cooperate.

The Cabinet Member for Environment is RECOMMENDED:

- (a) to approve the Oxfordshire Minerals and Waste Annual Monitoring Report 2017 (Calendar Year) in the Annex to this report;***
 - (b) to authorise the Director for Planning & Place to carry out any necessary final editing of the Minerals and Waste Annual Monitoring Report 2017 (Calendar Year) for publication on the County Council website.***
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Division(s): Churchill and Lye Valley

CABINET MEMBER FOR ENVIRONMENT – 20 DECEMBER 2018

OXFORD: WOOD FARM AREA - PROPOSED CONTROLLED PARKING ZONE

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve proposals to introduce a Controlled Parking Zone (CPZ) in the Wood Farm area of Oxford as advertised.

Executive Summary

2. A controlled parking zone (CPZ) is an area where vehicles need to display a residents or visitor permit valid for the specific CPZ when parking at the times the CPZ operates - there is usually also provision for short term (typically up to 2 hours) parking without the need for a permit. Drivers must of course avoid parking on any yellow lines or other designated parking bay. Any illegally parked cars are issued with a parking ticket. They are mainly used to tackle the problems caused by commuter parking. Blue badge holders can park without restriction.

Introduction

3. This report presents responses received to a statutory consultation to introduce a Controlled Parking Zone (CPZ) in the Wood Farm area of Oxford.

Background

4. Parking pressures in this part of Oxford have been growing in recent years, in particular because of the expansion and development of hospitals and university facilities in the Headington area. Economic and housing growth is set to continue with both the existing and draft Oxford Local Plans allowing further intensification of these sites in Headington for employment, residential, academic and primary health care uses. Furthermore, the draft Oxford Local Plan, which is currently out for consultation, includes more restrictive car parking policy to manage further growth in traffic. If suitable parking controls are not in place commuter and other types of car parking might be displaced to residential areas where no parking controls currently exist.
5. Existing CPZs to the west and north of Wood Farm (the most recent being the CPZ introduced in the Lye Valley area in 2016) have been very helpful in

addressing local parking problems in these areas, but a consequence has been that some commuter parking has been displaced to Wood Farm. Following a consultation in late 2016, additional lengths of double yellow lines were introduced in 2017 at several locations within the area to address specific concerns of obstructive parking, particularly those affecting local buses. This was acknowledged as being an interim measure pending progress with wider measures, including a possible CPZ, funding for which was secured in 2017 from university and hospital development.

6. A joint parking group comprising members and officers of Oxfordshire County Council and Oxford City Council was established early in 2018 to review the current scope of existing CPZs in Oxford and formulated a programme of additional CPZs, with Wood Farm being identified as a 'Priority 1' scheme. The programme was approved by the Cabinet Member for Environment at her Delegated Decisions meeting on 7 June 2018.

Informal Consultation

7. Following the allocation of funding for a CPZ, an informal consultation seeking the opinion of residents on current parking pressures and whether they supported in principle the introduction a CPZ scheme was carried out in the autumn of 2017. This comprised a questionnaire and an accompanying letter providing information on permit eligibility criteria and costs sent to all premises (approximately 1350) in the area then proposed for a CPZ (it should be noted that the proposed CPZ which has been taken to formal consultation includes a small number of roads to the east of Horspath Driftway Awgar Stone Road) that were not included in the proposals set out in the informal consultation). 221 responses were received (16% of those contacted). The responses are summarised below:

Difficulty of finding parking place	% of respondents reporting moderate or severe difficulty
Monday - Friday day time	35%
Monday - Friday evening	35%
Weekend - day time	27%
Weekend - evening	26%

8. The above responses indicate that there is parking pressure in the area, although with no appreciable difference between the day time and evening Monday to Friday, though with less pressure being reported at weekends. A parking survey – also carried out in the autumn of 2017 (see Annex 4 for a summary) – showed significant differences in weekday parking activity within the area, with some roads clearly experiencing sustained pressure during the daytime, but others much less so.

Views on existing double yellow lines	% of respondents
No changes required	52%
Changes required	42%
No view expressed	6%

9. A majority considered that no changes to the existing double yellow line restrictions are required at present (noting that the informal consultation was carried out after the additional yellow lines referred to above had been implemented).

Views on footway parking	% of respondents
Current informal arrangements are acceptable	52%
Marked pavement parking places are required	46%
No view expressed	2%

10. Similarly, a majority supported the retention of the current informal arrangements for footway parking, which would allow for a 'minimum impact' CPZ scheme – where no marked parking bays are provided - as an alternative to a conventional CPZ.

Number of vehicles currently owned by residents of a property	% of respondents
0 cars	22%
1 car	48%
2 cars	19%
3 cars	3%
4 or more cars	1%

11. The above indicates that only a small number of residents (less than 5%) live in households with more than 2 vehicles, and who therefore would be subject to the higher permit charges that apply where 3 or more vehicles are registered at the same address in accordance with the permit eligibility that applies in adjacent CPZs.

Visitor parking demand	Mon to Fri (day)	Mon to Fri (evening)	Mon to Fri (day)	Mon to Fri (evening)
	Up to 2 hours		More than 2 hours	
Most days	14%	6%	15%	10%
2 to 3 days a week	22%	10%	9%	12%
Once a week or less	64%	45%	39%	50%

12. The above questions were included in the questionnaire to assess requirements for shorter stay waiting in the area by those visiting residents etc. in the area. As can be seen the overall level of such demand appears to be comparatively modest, although there is still an appreciable demand by residents for Monday - Friday daytime visitor parking of longer than 2 hours.

13. A question also sought views on two options for a CPZ. In both cases the CPZ was suggested as applying between 9am and 5pm Monday to Friday. In option A, waiting for 2 hours without a permit would be permitted. In option B, there would be a mix of places for permit holders only and 'shared use' by permit holders or 2-hour waiting by non-permit holders.

CPZ Option A: 'Minimum Impact' (parking places not marked on road)		CPZ Option B - 'Conventional CPZ' (parking places marked on road)	
Support	40%	Support	36%
Don't Support	47%	Don't support	46%
No view expressed	13%	No view expressed	18%

Scheme Proposals for Formal Consultation

14. Detailed proposals for a CPZ at Wood Farm were prepared taking account of the informal consultation responses. It was considered by officers and the local member that the provisions of the adjacent Lye Valley CPZ (implemented in 2016) are appropriate for Wood Farm – these comprise a 'minimum impact' CPZ (i.e. with no marked parking places) operating between 9am and 5pm Monday to Friday, with waiting up to 2-hours by non-permit holders being permitted during these times. Permit eligibility would be (as in Lye Valley) for one vehicle per resident applicant, but with no limit on the number of permits issued for each eligible address, but with escalating permit fees for the third and subsequent vehicle. Visitor permit eligibility – and those for other categories such as business and carer permits etc.- would also reflect those in Lye Valley. Taking account of the consultation responses in respect of the existing yellow line restrictions, the proposed scheme does not provide for any changes.
15. As noted above, the proposed CPZ - at the request of the local member and as shown in the overall programme of CPZs in Oxford approved at the 7 June 2018 Cabinet Member for Environment decisions meeting does, however, include Awgar Stone Road and its adjoining side roads which were not included in the informal consultation.
16. Proposals are shown at Annex 1 and Annex 2.

Formal Consultation

17. The formal consultation on the above proposals and as shown at Annex 1 and Annex 2 was carried out between 18 October and 15 November 2018. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, the local County Councillor. A letter sent to properties in the area included the formal notice of the proposals, providing details on permit eligibility and costs. Street notices were placed on site.

18. One hundred and thirty-eight responses were received. Councillor Liz Brighthouse the local member, expressed support for the scheme. Thames Valley Police expressed no objection. Responses were also received from Oxford City Council, Wood Farm Primary School and Oxford Brookes University with a further 134 responses from members of the public, the great majority being residents of the area. These are set out in the table below and comprise 63 objections, 11 undecided and 60 expressions of support, including some with qualifications. These responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.
19. Oxford City Council requested that residents of non-highway roads are eligible for residents and visitor permits.
20. Wood Farm School raised significant concerns over the impact of the proposals on staff parking, noting that their car park was relatively small (accommodating around 50 vehicles) as compared to their staff of around 80 teachers - many of whom commute from outside Oxford - and other support staff with the latter providing many vital services to high need pupils and whose visits frequently need to exceed the 2-hour day time waiting period proposed for non-permit holders.
21. Although the above concerns are noted, it would be difficult to make a strong case for special provision for staff commuting by car to the school given that staff in other public services – notably at the hospitals in the area – are similarly not eligible for permits. Officers will, however, discuss options with the school for managing their parking needs.
22. Oxford Brookes University raised concerns that the proposed permit eligibility criteria would not allow for their students on paramedic and allied courses who require a car for their studies. Procedural advice confirmed that such students would be eligible for permits from the information supplied by the university on the duration of these courses and the typical length of residence of these students.

Summary of responses of members for the public

Road	Object	Support	Neither / No opinion	Total
Abbots Wood	4		1	5
Acre Close		1		1
Arlington Drive*		1		1
Atkyns Road	4	1		5
Awgar Stone Road	5	1		6
Blackstock Close		3		3
Bracegirdle Road	3	1		4
Broad Oak	2	2		4
Calcot Close		1		1
Chillingworth Crescent	5	3	1	9

CMDE4

David Steel Close	1			1
East Field Close*		1		1
Holland Place	1	1		2
Hollow Way*	1			1
Joan Lawrence Place	1	1		2
Leiden Road	11	6	3	20
Long Close	1	2		3
Masons Road**	2	9		11
Mattock Close*	1			1
Nuffield Road	1	9	1	11
Palmer Road	2	1	1	4
Pauling Road	1	2	1	4
Peppercorn Avenue**			1	1
Pether Road	1	1		2
Pickett Avenue**	2	2	1	5
Rede Close	3	1		4
Shorte Close		2		2
Stansfeld Place	4	1		5
Stubbs Avenue**		1		1
Three Fields Road			1	1
Titup Hall Drive	1	1		2
Wood Farm Road	4	5		9
unknown	1			2
Witney*	1			1
Total	63	60	11	134

* roads not in area

** Non-highway (either in part or whole road)

23. The table below summarises the main issues raised by members of the public expressing an objection, an undecided opinion or qualified support. As respondents in several cases cited more than one concern, the totals below are greater than the number of such respondents:

Generic concerns	Specific issues raised	Object	Undecided	Support (Qualified)	Total
1. Need for, effectiveness and wider impact of CPZ	Queries whether CPZ needed	33	0	0	33
	Concerns over lack of enforcement	0	0	9	9
	Concerns over displacement of parking problems to non-highway roads	1	1	5	7
	Concerns over permit eligibility for residents of roads which	0	1	1	2

CMDE4

	are not highway				
	Concerns that scheme will not address problems of parking on grassed areas	0	0	4	4
	Concerns that scheme will not address problems of parking on grassed areas	0	0	2	2
2. Cost of permits	Concerns over cost of vehicle permits	29	1	1	31
3. Provision for visitors / informal carers	Concerns that 2-hour maximum stay between 8am and 6.30pm is too low	3	0	0	3
	Concerns that 2-hour maximum stay between 8am and 6.30pm is too high	3	0	1	4
4. Provision of double yellow lines in the area	Concerns that more Double Yellow Lines are needed	2	1	10	13

Response to objections and other comments from members of the public

24. The responses of Thames Valley Police expressing no objection and County Councillor Liz Brighthouse, the local member, expressing full support for the scheme are noted.
25. Responses from members of the public expressing objections, an undecided opinion or support but with qualifications as set out in the table above are discussed in more detail in the following sections.

Objections and concerns in respect of the need for, effectiveness and wider impact of the proposed CPZ

26. These issues accounted for the majority of the objections to the proposals, with 33 respondents stating that they did not have difficulty in finding a parking space in the area.
27. In respect of the comments that parking pressures were not unduly high, over 35% of respondents to the informal consultation reported having moderate to severe difficulty in finding a parking space during week days; this supports the view that the parking pressures here are, at least in some parts of the proposed CPZ, quite intense. While some roads were cited as having a lower level of parking pressure than others, it would not appear appropriate to omit them from the proposals given the high risk of parking being displaced to these roads.
28. The proposed CPZ area does, however, include a small number of roads (including Godfrey Close, Masons Road, Peppercorn Avenue, Picket Avenue and Stubbs Avenue) which are either wholly or partly not public highway and the provisions of the CPZ in respect of designating parking places cannot –

under national legislation – include non-highway roads. This does mean that these roads (and other off street communal parking areas provided by the landowner – typically Oxford City Council) may be prone to some parking displaced from the public highways. The management of parking is the responsibility of the landowner and discussions with Oxford City Council officers subsequent to the formal consultation indicated that the city council will be introducing their own residents parking arrangements for these non-highway roads.

29. Concerns were expressed by 4 residents that the scheme will not address problems of vehicles parked on the grassed areas, which are predominantly highway. It is accepted that the proposed scheme will not itself prevent such parking (either by those with permits, or short-term parking by non-permit holders during the weekday day-time) but, by relieving parking pressure more generally, the scheme at least to some extent may help address this problem.
30. Suggestions were made by two respondents expressing support for the scheme that as an alternative to a CPZ, single yellow lines applying for a short time in the working day would be effective in addressing commuter parking. However, this is not considered to be as satisfactory or convenient a solution for residents as compared with the current CPZ proposals.
31. Although the concerns over the wider impacts of the proposal are noted, CPZs are a well-established means of regulating parking demand and seek to balance the interests of residents with those of others, including businesses and visitors to local amenities choosing to travel by car. It is accepted that the effectiveness of the CPZ will be dependent on adequate enforcement, noting that the adjacent CPZs appear to be working well in this respect and that there is no reason to suppose that there will be difficulties here. On the concerns for the displacement of parking to adjacent roads beyond the scope of the current proposals, CPZs in the Hollow Way area are Priority 1 schemes in the wider CPZ programme as previously referred to and, if approved following consultation, are due to be implemented in the latter part of 2019/early 2020.

Objections and concerns in respect of the cost of permits

32. Concerns expressed over the cost of permits were on the grounds that these were too high and that residents should not be charged for being able to park outside their homes.
33. In response to the above, it should be stressed that permit charges are the same as apply to the adjacent existing CPZs and that the charges are required to meet the cost of administering their operation.

Objections and concerns in respect of provision for visitors

34. Objections were received from 3 residents on the grounds that provision for visitors was insufficient, in particular for individuals receiving a high level of informal care and support by family members not resident within the CPZ. A small number of respondents, however, expressed the opposite concern that

the proposed day time provision of a maximum stay of 2 hours by non-permit holders was too generous and that no such provision should be made. However, the results of the informal consultation (see the tables in paragraph 3 above) indicate that the proposed provision for short term waiting without the need for a permit will be very helpful for many residents and is in line with the adjacent Lye valley scheme. It should be noted that proposed allocation of visitor permits is also consistent with all the other CPZs in the county and that each permit is valid for 24 hours and can be transferred between visitors.

Objections and concerns in respect of the length of double yellow lines in the area

35. Representations were made from some residents seeking additional restrictions where they considered parking to be obstructing junctions and also visibility at bends. While the current CPZ proposals do not include any changes to the existing double yellow lines, reflecting the majority expressing such a view during the informal consultation, should the proposed CPZ be approved, it is recommended that a comprehensive review of the existing waiting restrictions is carried out taking account of any changes to parking demand resulting from the CPZ and to then formally consult on any revisions that appear appropriate.

Objections and concerns relating to the proposed 'Minimum Impact' CPZ, and on the continued use of footways for parking.

36. The informal consultation showed a preference for a 'minimum impact' type CPZ and for the existing informal arrangements of footway parking to be retained. It is accepted that footway parking has been an issue in some roads in the area, causing difficulties for pedestrians, especially for those with child buggies or in wheelchairs, but if a conventional CPZ were to be provided, it is likely that there would be a decrease in the volume of car parking spaces available in the area.

Other comments

37. In addition to the above concerns, a number of other comments were received including several from residents regarding parking pressures near Wood Farm Primary School at the start and end of the school day. It is acknowledged that the CPZ is unlikely to materially improve on the current situation as it will not restrict short term waiting.
38. Other specific issues raised included the overall provision for parking in the area. Some respondents requested that more parking areas should be constructed where the current parking provision is insufficient for residents. One respondent cited a concern that the proposed CPZ would mean that some residents would face pressure to convert existing front gardens to parking areas, to the detriment of the visual amenity and resulting in significant costs to residents.

Monitoring and evaluation

39. It is suggested that if approved a review of the scheme be carried out approximately 12 months after implementation.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

41. Funding for the proposal has been provided from developer contributions.

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plans of proposed Controlled Parking Zone
Consultation responses

Contact Officers: Hugh Potter 07766 998704
December 2018



Revision	0
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-  Existing "No Waiting at Any Time" (double yellow lines) parking restrictions (to remain)
-  Approximate location of existing disabled parking bays (to remain)
-  Proposed Controlled Parking Zone boundary

Note:
All remaining sections of road within the proposed Controlled Parking Zone boundary (i.e. those that are not double yellow lines), will be restricted as follows: "Permit Parking Places 9am to 5pm Monday to Friday" & "2 Hour Waiting for Non-Permit Holders"

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE
COUNTY COUNCIL**

Project title

PROPOSED WOOD FARM
CONTROLLED PARKING ZONE

Drawing title

PROPOSED PARKING RESTRICTIONS
(SHEET 1 OF 2)

Drawing Status	
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Scale @ A3	Drawn by JaC	Checked by	Approved by
N.T.S.	Date drawn	Date checked	Date approved

	08/18
Oxfordshire Project No. & File Ref	

Drawing No.

Revision	0
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Drawing title <div style="text-align: center; padding-top: 10px;"> PROPOSED PARKING RESTRICTIONS (SHEET 2 OF 2) </div>															
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RESPONDENT	COMMENTS
Traffic Management Officer, (Thames Valley Police)	Neither - No objection
Cllr Liz Brighthouse, Local member	Support - Residents in Wood Farm have suffered problems with parking for many years and Councillors on the doorstep continuously hear about commuters parking in the area. The area around the shops is used as a Park and Ride. Implementation of the CPZ in Lye Valley has resulted in displacement parking on Wood Farm and this has made matters worse. Student Accommodation at Slade Park caused massive problems for residents with many of the 300 students parking cars in the area. Accommodation for almost a further 1000 students at Janes Wolfe Road will be occupied in September 2019 and the only way to stop additional cars being parked in the area is by introducing CPZs. Local councillors support implementation of the CPZ .
Head of Operations, (Oxford City Direct Services)	Neither - residents of the private roads within the proposed zone should be eligible for resident and visitor permits in the rest of the zone
Wood Farm Primary School and The Slade Nursery	Neither - The school and the nursery employ over 80 staff. We have parking for around 50. A few staff walk/cycle take to bus but we can have 10 or 15 parked on nearby roads. Bringing in a CPZ will have a big impact on where these people can park. If we can get business permits there may not be places available to park in; if we can't get permits the staff can't park anywhere near the school or nursery. Many of our teachers and support staff work long hours and commute from the outskirts of the county. They arrive in the dark and they leave in the dark. Having to walk a distance through the Wood Farm estate, carrying books & laptops, is a risk to their personal safety and wellbeing. Their cars are also at a greater risk of being vandalised away from the school building. Can a specific area of the CPZ close to the school & nursery be reserved/earmarked for staff & visitors? Many of our pupils are high-need and receive additional support from various outside agencies. Educational psychologists, social workers, therapists, specialist teachers and others are here for half a day or more at a time. A 2-hour waiting period without the need for a permit is not long enough for their need.
Oxford Brookes University	Neither – but concerned that students in the area on courses requiring cars (e.g. paramedic courses) will be eligible for residents permits.

Local Resident, (Abbots Wood, Oxford)	Object - I haven't had trouble parking near my house and would rather not have to pay for a permit.
Local Resident, (Abbots Wood, Oxford)	Object - Please allow one free parking permit per householder. Also, most people in this area have their own parking space in their front garden except few of us like me, so this proposal doesn't affect them. I hope there will be a fair decision on this issue and allow me a free parking space by my property.
Local Resident, (Abbots Wood, Oxford)	Object - We do not have any issues with parking in our street - it feels as though the council are just inputting this practice to raise funds for them NOT because the people in these areas have requested this and would be interested to see any statistics that support their reasoning behind the implementation of this proposal. I know of people that have these zones outside their homes ,the signs are constantly vandalised (so the residents can park outside their own homes free of charge) wasting more money by employing a traffic warden and having to pay staff for refunding incorrectly issued parking tickets .
Local Resident, (Abbots Wood, Oxford)	Neither - My concern with the parking is that for the past 26 years I have parked in the car park adjacent to my home and am concerned that this space can be used by anyone. I am a blue badge holder and would prefer to use the car park rather than park on the road. I also have frequent visits by family members.
Local Resident, (Abbots Wood, Oxford)	Object - No comments
Local Resident, (Acre Close, Oxford)	Support - We support this measure, particularly in Awgar Stone Road, where so many cars are parking making it unsafe. We would welcome more double yellow lines to prevent parking on corners (such as the one on Awgar Stone Road between Nether Durnford Close and Old Barn Ground) and also in Acre Close itself, where some households, particularly the garages at the far end of the close, park their cars in a line one in front of the other, exceeding their driveway and onto the road, making it hard for other households to even access their own driveways. We would hope that these new restrictions will be effectively enforced once they are in place - there is little value having them if people can continue to park as they are without penalties.
Local Resident, (Arlington Drive, Oxford)	Support - Please do the same for all of Old Marston. We currently have numerous vehicles parking all day while the occupants walk, cycle or use the buses to get to work & universities. This will increase dramatically with the introduction of the CPZ in Wood Farm and the imminent opening of the Swan School. This issue was raised via the Parish Council several years ago but failed to materialise due to costs the Council. The financial onus for such schemes should be placed on the owners & builders of the new projects.

CMDE4

Local Resident, (Atkyns Road, Oxford)	Object - Strongly object to the idea. There is ample parking nearby and instating a CPZ will force current tenants to buy permits. Also, as we live in a multiple occupancy let - we have more than 2 cars in the household. As such, in permitted areas - usually an allowance of 2 cars per house is made and I worry we would not all be granted permits.
Local Resident, (Atkyns Road, Oxford)	Object - I can currently find a space for parking my car. If the CPZ comes into place I am having to pay for something that is already working well.
Local Resident, (Atkyns Road, Oxford)	Object - I live in Atkyns Court sheltered housing for older people (I am over 90 years old) and the parking around here is diabolical. People park with no consideration for the residents - especially the elderly - trying to cross the road to the shops. There is no crossing making getting across the road a real challenge every time. Cars and vans need to be stopped parking within 10 metres each side of the entrance to Atkyns Court before some is knocked down. I am though totally against letting non-residents park for 2 hours - why should residents have to pay for permits to park when anyone else can park for free? People will park for 2 hours (or more and take a chance of no one checking up) taking up resident's spaces especially outside Atkyns Court where we experience terrible all-day parking of cars and vans.
Local Resident, (Atkyns Road, Oxford)	Object - I live in Atkyns Court sheltered housing for older people (I am over 92 years old) People park with no consideration for the residents - especially the elderly - trying to cross the road to the shops. There is no crossing making getting across the road a real challenge every time. Cars and vans need to be stopped parking within 10 metres each side of the entrance to Atkyns Court before some is knocked down. I object to non-residents being able to park for 2 hours - people will park for 2 hours (or more and take a chance of no one checking up) taking up resident's spaces especially outside Atkyns Court.
Local Resident, (Atkyns Road, Oxford)	Support - No comments
Local Resident, (Awgar Atone Road, Oxford)	Object - No comments
Local Resident, (Awgar Stone Road, Oxford)	Object - I strongly feel that Awgar Stone road does not require controlled parking in any shape or form.
Local Resident, (Awgar Stone Road, Oxford)	Object - No comments

CMDE4

Local Resident, (Awgar Stone Road, Oxford)	Object - the proposed controlled parking zone is not required; I have never experienced problems with commuter parking and overflow from existing controlled parking zones. After having read the statement of reasons I do not see any form of evidence to suggest that this may be the case and believe these reasons are fictitious. I believe that the money it would cost to implement such a system would be much better placed alleviating the heavy traffic burden to the area and improvements in public transport and pedestrian routes into Headington.
Local Resident, (Awgar Stone Road, Oxford)	Object - We do not have a problem with parking in Awgar Stone Road; needing a permit makes it difficult to sell property as potential buyers do not like to pay for permits on top of everything else.
Local Resident, (Awgar Stone Road, Oxford)	Support - We currently have problems with parking – in the evenings, visitors or residents park both side of road leaving a very narrow gap to drive through. Can we at least have no parking on one side. In the daytime builders from the Cowley Barracks and from the nearby hospital park at end of Awgar Stone Road near the junction with Horspath Driftway; there is a blind bend on Awgar Stone Road and it has become dangerous to drive, and cycle
Local Resident, (Blackstock Close, Oxford)	Support - No comments
Local Resident, (Blackstock Close, Oxford)	Support – however I am disappointed that student parking in Blackstock Close has not been fully addressed - people are still parking on the double yellow lines extending beyond the spaces that have been made for them and am unaware of any parking enforcement. In the informal consultation I requested that double yellow lines for easy access are the whole of the entrance to Blackstock Close and would still welcome this. An alternative would be single yellow lines for a short period in the day to deter commuter / non-resident parking.
Local Resident, (Blackstock Close, Oxford)	Support - however I am disappointed that student parking in Blackstock Close has not been fully addressed - people are still parking on the double yellow lines extending beyond the spaces that have been made for them and am unaware of any parking enforcement. In the informal consultation I requested that double yellow lines for easy access are the whole of the entrance to Blackstock Close and would still welcome this. An alternative would be single yellow lines for a short period in the day to deter commuter / non-resident parking. [copy of above]
Local Resident, (Bracegirdle Road, Oxford)	Object - there are always plenty of spaces for residents on this road and myself, housemates and neighbours never struggle for a space or had to park elsewhere. I can't afford to pay the permit as I am a student and my budget won't cover it - I need my car to get to placement as i am a paramedic student and need to go on ambulance and hospital placement which is a necessity of my course. I will be leaving the area in March and it seems silly to pay all that money for a few months.
Local Resident, (Bracegirdle Road, Oxford)	Object - I am a student and cannot afford the price of permit, there are 4 residents in our house and all have cars. This means it is very expensive to each have a permit. My car is a necessity due to being a student paramedic and have to travel to get to my ambulance station. I chose to live here because of the non-permit and never had an issue with finding a space to park. I am only living here until May 2019 - it would not be worth purchasing a year's permit.

CMDE4

	Enforcing permit parking would force me park in a non-permitted area in Oxford (which defeats the object of the permit parking) - resulting in a 20-minute walk home for me, which is dangerous when I finish shifts at 3am.
Local Resident, (Bracegirdle Road, Oxford)	Object - Parking in this road has never really been an issue for except that some residents have more than one car and this does mean spaces can be difficult to find. Not sure how permits will help.
Local Resident, (Bracegirdle Road, Oxford)	Support - No comments
Local Resident, (Broad Oak, Oxford)	Object - I currently live in shared accommodation with 6 other residents (making us a house of 7). The property only provides parking space for one vehicle. All other residents have no problem parking on the road immediately outside of the property. If this controlled parking zone comes into play, all of us will have to pay for a parking permit which is a huge waste of money when we currently have no problems parking. As a low income residential area, I am quite disappointed with the council's proposal. The council has stated in its own publications "Poverty and deprivation is a significant issue in Wood Farm", so please do not exacerbate this issue.
Local Resident, (Broad Oak, Oxford)	Object - I have had no problems with parking and thus oppose to the controlled parking zone in Broad Oak. Thank you
Local Resident, (Broad Oak, Oxford)	Support - No comments
Local Resident, (Broad Oak, Oxford)	Support - it is important to also control the cul-de-sacs (e.g. at the end of Long Close or Broad Oak), where the space is used for turning vehicles around or where it is not clearly marked. Also, it important to stop vehicles parking right by the corners, as happens on a daily basis at both ends of Three Fields as it dangerously blocks any vehicles coming into it or leaving it (e.g. when merging onto The Slade).
Local Resident, (Calcot Close, Oxford)	Support - No comments
Local Resident, (Chillingworth Crescent, Oxford)	Neither - No comments

CMDE4

Local Resident, (Chillingworth Crescent, Oxford)	Object - Wood Farm on the whole doesn't need a CPZ – while there is congestion by the school and shops, there is scope by the shops to increase the size of the parking area. How about the council stop coming up with money making schemes and using its residents as a cash cow and actually figure out how to fix the problem without strapping us for cash? Permit or not on my road, I will not be buying one.
Local Resident, (Chillingworth Crescent, Oxford)	Object -I don't want a parking permit system to be put in place on Chillingworth Crescent. At most, one side of the street should be designated parking while the other side should not (to make it easier for emergency vehicles to get through without being blocked) but I do not see the benefit of making the entire area a CPZ.
Local Resident, (Chillingworth Crescent, Oxford)	Object - As we already pay road tax we shouldn't have to pay to park outside our homes because of those who do not live here and choose to park here to commute to work. We are being charged for those people taking advantage of free parking. Permits should be free for residents for at least one vehicle!
Local Resident, (Chillingworth Crescent, Oxford)	Object - There is and never has been an issue of parking in Wood Farm- the recognised Lambeth model has not been considered and no parking surveys have been carried out or issued- this is nothing but a further tax for property occupancy to pay and is not wanted or required.
Local Resident, (Chillingworth Crescent, Oxford)	Object - As a car owner, I pay road tax. I don't have any problems finding parking outside my home and I think it should be a right to be able to park close to your home without any restrictions. The council tax has already increased by 8% this year and for car owners to have to pay £60 for a car parking permit I think is disgusting.
Local Resident, (Chillingworth Crescent, Oxford)	Support - No comments
Local Resident, (Chillingworth Crescent, Oxford)	Support - No comments
Local Resident, (Chillingworth Crescent, Oxford)	Support - I support the implementation of the CPZ as I think it will be an effective means of restricting non-resident parking. However, I am concerned that this may lead to the unintended consequence of exacerbating the existing issue of cars parking on grassed areas, in particular at Bracegirdle Road and Bonar Road it would be very good if the possibility of installing 'birds mouth' fencing or bollards to prevent this issue could be explored with the City Council.
Local Resident, (David Steel Close, Oxford)	Object - I bought this flat on a shared ownership scheme in 2016 and was allocated a parking space as part of the purchase. I object to paying £60 per annum for a space that was included in the purchase of my flat. David Steel Close is positioned in an off road, private estate. I have never had any issues with overcrowding or someone using my allocated space.

CMDE4

Local Resident, (East Field Close, Oxford)	Support - but would urge that it be expanded to include East Field Close. We get inundated with commuter and student cars which cause access problems to this area at the entrance and elsewhere causing an obstruction.
Local Resident, (Holland Place, Oxford)	Object - No comments
Local Resident, (Holland Place, Oxford)	Support - The parking on corners and bends on Leiden Road should have double lines because they are very dangerous, outside the garages should also be extended,
Local Resident, (Hollow Way, Oxford)	Object - If a survey has been done then the evidence should be included in the consultation documents. I walk to and from the area and past the area often and I do not see any queues of commuter cars entering and leaving the estate. Several years ago, I commented on a CPZ in the Headington area, saying that this will push commuter parking into adjacent areas - the response you gave then was 'Hollow Way is too far away'. You were wrong then and you are wrong now about this CPZ. It is council policies that are causing the problems, not commuters. This is an unfair tax on people living in the area, and especially those living in tower blocks who don't have their own driveway.
Local Resident, (Joan Lawrence Place, Oxford)	Support - No comments
Local Resident, (Joan Lawrence Place, Oxford)	Object - My flat comes with its own parking space so any controlled parking zones implemented should not apply to me. Please confirm that this is the case. Even so, I feel it's utterly outrageous that you expect homeowners to buy permits to park near to their own homes; this just seems to be another way to tax homeowners! The main problem in this area are parents driving their children to school and blocking the roads and driving without care and attention. Something should be done about this rather than a CPZ.
Local Resident, (Leiden Road, Oxford)	Neither - No comments
Local Resident, (Leiden Road, Oxford)	Neither - I'm just not sure this is going to work as it's going to build parking up on the other roads in Wood Farm that are bad for parking anyway.

CMDE4

Local Resident, (Leiden Road, Oxford)	Object - Appalled you want to charge me to park on my own street
Local Resident, (Leiden Road, Oxford)	Object - No comments
Local Resident, (Leiden Road, Oxford)	Object - No comments
Local Resident, (Leiden road, Oxford)	Object - No comments
Local Resident, (Leiden Road, Oxford)	Object - No comments
Local Resident, (Leiden Road, Oxford)	Object - It is certainly not needed and will be hassle rather than helpful.
Local Resident, (Leiden Road, Oxford)	Object - No comments
Local Resident, (Leiden Road, Oxford)	Object - No comments
Local Resident, (Leiden Road, Oxford)	Object - my wife and I can always find parking spaces for two cars - the council should reduce the number of CPZs in the whole Oxford area to reduce the issue of overflow parking. The Old Road campus has their own parking policy, and it is far away from Wood Farm area. It is the responsibility of the city council and the University of Oxford to ensure there are enough parking spaces for their students and workers, rather than penalising innocent residents. Besides, it will operate at 2020. One should re-evaluate the situation at that time, but not now. I strongly recommend the council to publish the parking survey with strong supporting documents, and require strong support from the public, if they really want to impose a CPZ here.

Local Resident, (Leiden Road, Oxford)	Object - No comments
Local Resident, (Leiden Road, Oxford)	Support - The junction of Three Fields Road and The Slade is extremely dangerous because cars regularly park very close to the junction in Three Fields. Please consider putting in double yellow lines there, particularly on the left as one turns into Three Fields Road. Similar problems occur at the bend in Leiden Road near Atkins Road. Visibility around the corner when it is heavily parked is bad and an accident waiting to happen, as the 20mph limit is not often obeyed.
Local Resident, (Leiden Road, Oxford)	Support – comments as above in respect of visibility at the Slade / Three Fields Road junction, and at the bend on Leiden Road near Atkins Road
Local Resident, (Leiden Road, Oxford)	Support - No comments
Local Resident, (Leiden Road, Oxford)	Support - as we will be paying a charge for resident parking, I object to any outside parking even for two hours by non-residents.
Local Resident, (Leiden Road, Oxford)	Support - I am frequently unable to park outside/near my house. Cars in my road and in surrounding roads are often dangerously parked on corners and/or blocking view of drivers and access for pedestrians where cars park on pavements. Twice in the last 8 months my car has hit while parked outside my house. Once the car was written off, the second incident required extensive repairs.
Local Resident, (Leiden Road, Oxford)	Object - I only support this if resident permits are free or if you have to charge then it should be £20 per permit. This scheme should be not a money-making scheme.
Local Resident, (Leiden Road, Oxford)	Support - Hopefully this controlled parking zone will resolve people coming at 8.30am and parking for the day and going to work.
Local Resident, (Leiden Road, Oxford)	Neither - Double yellow lines the opposite side of the road to my house at this part of Leiden Road are required especially with the proposed CPZ, otherwise cars will park there and cause access problems to my drive.
Local Resident, (Long Close, Oxford)	Object - Long Close does not have a parking problem -any issues are due the massive student accommodation that is built with no car parking so again the people living nearby get penalised for having a car. The student housing should fund residents permits the initial questionnaire that was sent. Stop making the working class pay for, if the students can

CMDE4

	afford to study in Oxford then that can fund the parking permits for everyone living in the area.
Local Resident, (Long Close, Oxford)	Support - There is a real need for a CPZ in Long Close and Wood Farm so I fully support this proposal. However, I don't feel this will fully resolve the issues we have with overflow parking from the surrounding areas where private parking permits are in force - residents will still feel that parking on Long Close after 5pm is acceptable. Additionally, parking at Wood Farm shops is a real issue and I'd like to raise this as concern because it is clear this is a commuter parking area as there is often no parking but very few customers within the shops. Will the new controls address this?
Local Resident, (Long Close, Oxford)	Support - No comments.
Local Resident, (Masons Road, Oxford)	Object - There are no parking issues in our street and I don't see the need for this controlled parking zone,
Local Resident, (Masons Road, Oxford)	Support –the main issues regarding parking around my road are all-day commuter parking and drop-off/ pick-up parking at Wood Farm School parking ANYWHERE, including double yellow lines, across homeowners dropped kerbs, in disabled bay, in fact anywhere they think they can!! Some have even parked on my neighbour's drive without permission. The council should also take some blame as no parking facilities were included when the school was re-built.
Local Resident, (Masons Road, Oxford)	Object – support in principle. Cars park here all day with no consideration to residents and frequently block my drive for extended periods and have recently being trying to park on my drive! The traffic parking situation created by the parents taking children to school has to been seen to be believed - cars park on all the corners with double yellow lines on them sometimes two abreast. I am however totally against letting non-residents park for 2 hours – why should residents have to pay for permits to park when anyone else can park for free? Between the hours set for residents parking, parking should only be permitted for residents.
Local Resident, (Masons Road, Oxford)	Support - I hope that with this being brought in that it will be monitored and tickets given to those that park outside of the limits especially when the school finishes as this is the worst time for parking and people tend to park anywhere so they can collect children even if it means blocking the pavement or even parking on it. Also, that there will be enough permit areas to accommodate the residents
Local Resident, (Masons Road, Oxford)	Support - As the part of Masons road I live in (69-103) is not public highway -the new CPZ may make the problem worse by moving the parking public (Commuters) onto the service road, as there is no indication that this not Public Highway, please can formal or informal signs be put up at either ends of the service road, as it will need some sort of deterrent to stop people parking their cars and vans. on the grass. On north eastern side of the block flats opposite the Bus stop, double yellow parking lines might help to stop cars and vans parking on the grass that may impeded the flow

CMDE4

	of traffic, also Godfrey Close is City Council owned Land.
Local Resident, (Masons Road, Oxford)	Support - I have lived in my home for over 10 years and have found it seriously infuriating when returning home to find no parking outside my own house - I have witnessed people parking outside my home taking bikes out of their boot and off to work. This is not acceptable. Their employers should provide sufficient parking. I fully support the CPZ.
Local Resident, (Masons Road, Oxford)	Support - We need this as I find it very hard to be able to park my car in the same road as I live in
Local Resident, (Masons Road, Oxford)	Support - If we park on our driveway, do we still need to pay for a parking permit? Or this only applies when parking on the street? Thank you.
Local Resident, (Masons Road, Oxford)	Support - good that the restrictions will only apply during the working day Monday-Friday and also allow 2 hours parking for visitors, but raises queries over the parking spaces outside the shops on Atkyns Road, and the green spaces which are increasingly being used for parking - will the parking restrictions apply and be enforced on these areas and where footway parking occurs?
Local Resident, (Masons Road, Oxford)	Support - The controlled parking is needed as there are far too many cars parking in the mornings by the primary school. Parents block entrances to house driveways - it would be wide to have a pedestrian crossing outside Wood Farm School as it is very busy with both cars and buses putting children at risk of injury.
Local Resident, (Masons Road, Oxford)	Support – but concerned that the introduction of a CPZ could aggravate parking pressures on the parts of Masons Road which are not highway – requests signage at either end of the service saying "Private Road Parking for residents 69-103 “ and for residents of the non-highway roads to be eligible for parking permits
Local Resident, (Mattock Close, Oxford)	Object – We visit family in Wood Farm on a daily basis and a CPZ would make it very difficult for us if permits are required
Local Resident, (Nuffield Road, Oxford)	No opinion - No comments

CMDE4

Local Resident, (Nuffield Road, Oxford)	Object - This is a wrong solution. The consultation should involve discussion to solve the problem of lack of parking space in Oxford. Penalising parking in one area is not the right answer to the problem.
Local Resident, (Nuffield Road, Oxford)	Support - We get a lot of hospital and university employees which park opposite our house during the day, which hinder the buses when we park on the road outside our houses. We have had instances where people have left their cars for weekends/weeks/over-night.
Local Resident, (Nuffield Road, Oxford)	Support - Traffic wardens need to control parking on double yellow lines outside the school and Masons Road. The shops need to be 2 hour maximum as workers park then no parking for Wood Farm residents.
Local Resident, (Nuffield Road, Oxford)	Support - I support this proposal because I'm fed up of watching non-residents parking outside my home to commute to work. Some days the vehicles are left there for 12 hours, some have been for days. If they park immediately opposite my driveway it makes it increasingly difficult for me to get in and out.
Local Resident, (Nuffield Road, Oxford)	Support - Absolutely support it. Roadside is always crowded during the day on weekdays.
Local Resident, (Nuffield Road, Oxford)	Support - No comments.
Local Resident, (Nuffield Road, Oxford)	Support - No comments.
Local Resident, (Nuffield Road, Oxford)	Support - Very strong support. A lot of houses have empty driveways and leave their cars roadside instead of on their property. Hopefully the CPZ will reduce that. Please also consider _not_ having the "max 2 hours, no return in 2 hours" allowance in the area surrounding the Wood Farm Primary school. There are far too many pick-ups happening by vehicle here. Please also note that pavement parking is a big issue in Wood Farm. Drivers often park such that they leave the pavement very narrow, making it hard to get through for people with strollers, wheelchairs. Just walking side-by-side with another person is difficult.
Local Resident, (Nuffield Road, Oxford)	Support - Very strong support – but concerns that the scheme will not address parking issues by the school, or the problem of pavement parking restricting the width of the footway for pedestrians with buggies/wheelchairs etc..

CMDE4

Local Resident, (Nuffield Road, Oxford)	Support - Would it be possible to extend the double yellow lines to have way pass no 6 Nuffield Road on the opposite side as we already have dropped kerbs for the drive way. Also expressed concern over the lack of enforcement of existing yellow line restrictions.
Local Resident, (Palmer Road, Oxford)	No opinion / comments
Local Resident, (Palmer Road, Oxford)	Object - Although the parking in the Wood Farm area is often congested, and causes problems for me, I do not think that introducing a CPZ is the solution to this – successive CPZ's have just led to parking problems being displaced to adjacent areas, rather than the issue of parking provision being properly addressed. I have significant objections to the permit fee as it a forced tax on households with multiple vehicles or no driveways. Finally, it is unclear what will happen if I wish to park a vehicle across my own driveway, which I often do in order to leave space for others to park reconsidered.
Local Resident, (Palmer Road, Oxford)	Object - while parking may be an issue along some roads such as Wood Farm Road (which is on the direct bus route into city), it generally isn't an issue on other roads that warrants the council charging us residents £60 a year per vehicle! We will be most affected by this CPZ since we don't presently have parking and will need to shell out our hard-earned money to the City Council to get permission and a kerb drop, plus more money to construct a hard-standing in our beautiful front garden, since we have an apartment that is often short-let and requires parking for the tenants. The limited one-day parking passes offered by the Council will not suffice for our needs. We strongly object to this proposed action and hope that common sense prevails.
Local Resident, (Palmer Road, Oxford)	Support - No comments
Local Resident, (Palmer Road, Oxford)	Neither - The family are very concerned that adequate consideration has been given to the needs of the disabled. Although my mother is a disabled badge holder she does not own a vehicle herself but is totally reliant on an army of family, friends and paid helpers to allow her to live independently. 50 visitor permits would not cover the number of visits she needs over the year. It is not clear whether all the zones would be available for the two-hour parking. The two-hour non-return restriction will also cause some problems.
Local Resident, (Pauling Road, Oxford)	Object – concerned about the cost of permits, and requests alternative measures to address the parking problems.

CMDE4

Local Resident, (Pauling Road, Oxford)	Support - I am truly fed up with not being able to park anywhere near my own home in the day. The evenings are fine but daytimes our street fills up like a public car park.
Local Resident, (Pauling Road, Oxford)	Support - I think the junction of Pauling Road and Wood Farm road needs to be seriously looked at as the way the parking on this junction is a very serious risk to pedestrians and motorist trying to either cross the road or cars turning out of it.
Local Resident, (Peppercorn Avenue, Oxford)	Neither - I have some concerns that as my street parking is part of the freehold of my property and I don't want to be paying or needing to display a permit to park in my own parking space as it's effectively part of my property.
Local Resident, (Pether Road, Oxford)	Object -I do not wish to have to buy permits and face the possibility that controlled parking may interrupt the ease that I, and visitors in vehicles to my property, currently enjoy. I don't believe there is a problem in my street that requires controlled parking, certainly now that extra parking has been provided with the new bays that have been built close by to my property.
Local Resident, (Pether Road, Oxford)	Support - No comments
Local Resident, (Pickett Avenue, Oxford)	Neither - I have private parking.
Local Resident, (Pickett Avenue, Oxford)	Object - No comments
Local Resident, (Pickett Avenue, Oxford)	Object - there has been no information given on the council owned car parks in Pickett Avenue and no measures taken to prevent use of these by non-residents
Local Resident, (Pickett Avenue, Oxford)	Support - I do however have serious concerns about the provision of parking in Pickett Avenue- currently parking is very difficult at times as most residences have multiple cars and only one off-road space. Also, there are now two additional residences after the conversion of one bungalow and garden into three bungalows. There are currently only parking regulations (yellow lines) along half of the road anyway. Would your CPZ extend to the (non-highway) far end of Pickett Avenue. Also, there is a small car park attached to the two blocks of flats, however this is not marked as designated bays (one per flat) or adequately sign posted that it is residents only.

CMDE4

Local Resident, (Pickett Avenue, Oxford)	Support - however, as a resident of a flat in Pickett Avenue I am concerned the restricted parking will lead to non-residents parking in the car park attached to the flats. Currently the parking bays are not assigned to a particular flat and there is inadequate signage to show it is for residents only. Parking on Pickett Avenue is already quite bad and driving down towards the cul-de-sac is often quite dangerous.
Local Resident, (Rede Close, Oxford)	Object - In Rede Close we have no need of a CPZ, but you are going implement this regardless of the residents' opinion. This might be due to corruption within the council and the links between councillors and building firms. No doubt it will be cheap/free at first, but once you have it in place, fees for parking permits will rise.
Local Resident, (Rede Close, Oxford)	Object – I'm happy with parking in Rede Close as its only used by residents living here. I don't want to be charged extra for permits.
Local Resident, (Rede Close, Oxford)	Object - Concerned will decrease parking space in our street Rede Close. Presently relies on some parking along the street which I strongly suspect won't be marked as parking. This will leave some people and especially our visitors nowhere to park. Clearly I am against although may be persuaded if the layout of parking spaces is published.
Local Resident, (Rede Close, Oxford)	Support - I hope you will stop people parking on the grassed areas. They have little regard for the pedestrian areas therefore I bet these people will disregard buying a permit. I also expect to see more driveways that have no vehicle access eg. 22 Rede Close and they and their visitors drive along paths and pedestrian grassed areas. My children had a near miss with a visitor driving along the path. I think it is extremely poor that you have allowed Pauling Road grassed areas to be destroyed and become a car park.
Local Resident, (Shorte Close, Oxford)	Support - Because I have a drive way that accommodates two cars do I still have to get permits for my 2 cars.
Local Resident, (Shorte Close, Oxford)	Support – fully support the CPZ in Wood farm area – in Awgar Stone Road we continually have large vans, and employee vehicles that work at the Oxford Health and Wellbeing centre parking on the kerbs / close to junctions and obstructing signs. The whole of Awgar Stone Road should be yellow lined as all the residents have driveways anyway. However, if residents are to be charged for their permits, the whole Wood Farm CPZ area must be enforced.
Local Resident, (Stansfeld Place, Oxford)	Object - We do not want permitted parking in the area as there is no parking issues. Only residents in the area park where I live.
Local Resident, (Stansfeld Place, Oxford)	Object - I object to control parking zone as I live in a cul-de-sac and we do not have driveways and there is no need for control parking zone

CMDE4

Local Resident, (Stansfeld Place, Oxford)	Object - The issue in our street is night time parking -there are not enough spaces for every household to park their vehicles at night so your proposal would not solve our issue because most of us are at and our street is virtually empty during the day.
Local Resident, (Stansfeld Place, Oxford)	Object - we don't have any problem parking on Stansfeld Place because we don't see any outsiders parking -while the number of cars parking has increased because our local residents are buying cars for their routine life, we can't afford the proposed permit fees - please create more parking space rather than making the CPZ
Local Resident, (Stansfeld Place, Oxford)	Support - I'm concerned that there are no plans to put double yellow lines at the end of Stansfeld Place, where people park all over the place, round the corners and in front of the garages. Exiting the road on a bike or in a car is very dangerous, especially between 08.30 and 09.00 on school mornings.
Local Resident, (Stubbs Avenue, Oxford)	Support -parking is a nightmare in Stubbs Avenue due to commuter parking.
Local Resident, (Three Fields, Oxford)	No opinion - No comments
Local Resident, (Titup Hall Drive, Oxford)	Object - there has always been a space for me when I have come home in the evening - we have 3 cars in our house and only 2 spaces on the driveway - this would create problems for our household and visitors.
Local Resident, (Titup Hall drive, Oxford)	Support - We were struggling to get parking spaces in Titup Hall drive during the week days especially when we come back from the 12hours night shift.
Local Resident, (Wood Farm Road, Oxford)	Object - How do you expect everyone to pay for permit when it's hard finding council tax money and on low wage
Local Resident, (Wood Farm Road, Oxford)	Object – I never have experienced any problems with parking my car -these parking restrictions seem to be lacking any basis other than the Council charging the already hard-up residents for the basic necessity of parking their car. Moreover, the Wood Farm area, although in the vicinity of hospitals, is nowhere near close enough for hospital staff to leave their cars and walk into work, let alone suitable for employees who work in the city centre or the Mini plant.
Local Resident, (Wood Farm Road, Oxford)	Object - The zone is not needed. I don't see any visitors here - not many businesses to attract people to come. The parking situation is sometimes difficult, but the reason is the number of cars the residents have. I object to the proposed fees and instead suggest that you build more parking spaces.

CMDE4

Local Resident, (Wood Farm Road, Oxford)	Object - I do not support this idea because I do not see any problem with parking on the Wood Farm Road.
Local Resident, (Wood Farm, Oxford)	Support -people on Masons Road park on the pavements rather than fully on the road to allow traffic to pass down and sometime buses and so parking markings should reflect this. Our main complaint is parking on the grass verges and churning up the ground, and also parking on the double yellow lines outside the school during pickup times which makes it difficult to pass. Concerned though about the permit fees and how a CPZ will work in Wood Farm.
Local Resident, (Wood Farm Road, Oxford)	Support - No comments
Local Resident, (Wood Farm Road, Oxford)	Support – visiting family members have great difficulty parking during the daytime in the working week
Local Resident, (Wood Farm Road, Oxford)	Support - No comments
Local Resident, (Wood Farm Road, Oxford)	Support - I do agree that there should be permit parking. I have a car myself and am really fed up when you get people parking and it says for residents only where I live.
Local Resident, (unknown, Oxford)	Object - I don't see any problems with parking in this area and object to paying the permit fees – if this progresses please could the permits be free. If this scheme does proceed, I'd request 3 hour free parking between 12 - 16 from Monday to Friday and no restriction at any other times.
Resident, (Witney)	Object - No comments

CMDE4

Appendix 4 – Parking survey (November 2017) Summary

Road	Time						
	04:00	08:00	10:00	12:00	14:00	16:00	18:00
Abbots Wood East	13	2	1	1	1		3
Abbots Wood West	9				2	3	2
Acre Close	4	3	3	2	2	3	1
Atkyns Road	11	3	7	7	7	7	3
Awgar Stone Road	7	7	6	8	4	4	3
Blackstock Close	17	14	13	11	11	9	13
Bonar Road	14	9	10	10	10	11	13
Bracegirdle Road	16	10	11	14	10	15	17
Broad Oak	24	13	10	13	19	18	17
Calcot Close	24	8	6	5	5	2	1
Chillingworth							
Crescent	40	33	24	24	28	27	41
East Field Close	14	15	14	11	12	13	8
Godfrey Close	1	1	1	1	1	1	2
Holland Place	10	12	8	7	10	9	12
John Lawrence							
Place	2		3	3	1	1	
Leiden Road	68	72	79	69	62	67	65
Long Close	13	7	4	5	5	5	
Masons Road	47	37	42	43	43	42	39
Meyseys Road	9	9	8	8	9	7	8
Nether Dunford							
Close	3	9	9	9	7	7	8
Nuffield Road	19	14	21	25	25	23	20
Old Barn Ground	5	3	2	2	2	3	3
Palmer Road	28	18	25	24	23	24	20
Pauling Road	25	43	35	37	36	34	29
Peppercorn							
Avenue	7	4	5	9	3	3	3
Pether Road	12	9	10	11	9	8	8
Pickett Avenue	4	4	4	6	3	2	3
Rede Close	12	7	5	5	6	5	4
Stansfield Place	14	7	6	6	3	2	6
Stubbs Avenue	10	10	8	6	5	8	9
Three Fields Road	18	16	17	16	14	15	14
Titup Hall Drive	18	26	35	29	27	23	14
Troy Close	7	4	3	2	2	2	5
Wood Farm Road	72	42	46	41	41	36	36
Totals	597	471	481	470	448	439	430

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Division(s): Chipping Norton

CABINET MEMBER FOR ENVIRONMENT – 20 DECEMBER 2018

CHIPPING NORTON – PROPOSED 20MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit in Chipping Norton town centre as advertised.

Executive Summary

2. Speed limits are reviewed when there are changes to the road layout as a result of development, when requested by local councils a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Proposed changes are assessed applying the County Council's Procedure for Speed Limits due to be approved at this meeting (Item 8).

Introduction

3. This report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit in Chipping Norton town centre.

Background

4. The above proposals have been put forward by Chipping Norton Town Council in response to concerns over road safety and the wider adverse impact of traffic on residents. The extent of the proposals was the subject of considerable discussion between officers, the Town Council and the local County Councillor. As reflected in the consultation responses discussed below, significant concerns over road safety were raised in respect of the schools in the town in particular in the vicinity of the Holy Trinity RC Primary School on the A44 London Road and the Chipping Norton secondary school on the A361 Burford Road. However, speed surveys at these locations confirmed that existing speeds were appreciably above the threshold recommended for a 20mph speed limit without supporting traffic calming measures in the Department for Transport (DfT) guidance on setting local speed limits. It was not considered viable by the Town Council – both on financial and traffic management grounds – to consider providing these, but it was agreed to progress with a scheme including the town centre and adjacent residential roads as shown at Annex 1.
5. As part of the technical appraisal of the proposals, speed surveys were carried out at 3 locations and showed current speeds to be largely compliant with the advice issued by the Department for Transport in respect of the proposed speed limits.

Consultation

6. Formal consultation on the proposal was carried out between 4 October and 2 November 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, West Oxfordshire District Council, Chipping Norton Town Council and the local County Councillor.
7. Sixty-one responses were received, comprising 23 objections, 35 expressions of support (17 of which were, however, significantly qualified as the respondents did not consider the proposals included all the locations where a 20mph limit was required, principally by the schools) and three responses expressing neither support or objection. The responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police objected to the proposal on the grounds that although speeds within most of the proposed 20mph speed limit were compliant with DfT guidance, there were some locations (including the A44 New Street) where this may not be the case. A concern was also expressed that applying 20mph speed limits on A class roads was not appropriate. In response, it is accepted that there will be some locations at the edge of the proposed limit where average speeds may exceed DfT guidance but the majority of the roads included in the proposal will be compliant in this respect. The concerns over the inclusion of the A44 and A361 in the 20mph limit are noted but there is no legal reason which prevents the introduction of 20mph limits on A class roads with precedent for that elsewhere in the county.
9. County Councillor Hilary Hibbert-Biles, the local member, while expressing no objection expressed a strong preference for the proposals to include the schools as originally envisaged when the possibility of a 20mph limit in the town was first being discussed. As detailed above, unfortunately the limited budget available to the Town Council for the project, together with concerns over the appropriateness of traffic calming measures such as chicanes or speed cushions on the A44 London Road. A44 New Street and A361 Burford Road have prevented this from being progressed at this time, although an alternative of advisory 20mph speed limit signs operating at school journey times is now being actively investigated by the local member.
10. West Oxfordshire District Council expressed no objection but commented that the proposed limit should not detrimentally affect air quality which, it is confirmed, will not be impacted negatively should the limit be approved.
11. The ACE Centre Nursery School supported the proposals but requested that the limit is extended to include the other schools in the town.
12. Twenty-two objections were received from members of the public, primarily residents of the town. Grounds for objection included the proposals would not be effective due to lack of enforcement, were a waste of public funds and could

aggravate noise and vehicle emissions by drivers travelling in lower gear. Several respondents also expressed the view that there were no real issues of excess speed within the town centre and in particular in adjoining residential roads. However, 11 of the objections were on the grounds that the proposals did not include the schools in the town and also the walking routes used by children. Particular concerns were raised over speed and safety by Holy Trinity School on the A44 London Road and on the B4450 West Street where the footways are narrow in places and are used by children and their parents etc. walking to and from St Mary's Primary School and also noting that the existing School Crossing Patrol does not operate at all school sessions. Sixteen of the 34 expressions of support also requested that the scope of the proposed 20mph limit be enlarged to include the schools and other locations of concern. Three of the expressions of support were from members of the public/groups not resident in the town, with two of these being from outside Oxfordshire.

13. In respect of the concerns over the need for and effectiveness of the proposals and the possible adverse impact of a 20mph limit, it is accepted that if approved the limit will receive minimal, if any, police enforcement given pressures on police resources at present. However, experience of other 20mph speed limits in the county have shown a modest but still worthwhile reduction in speeds and the number and severity of accidents but without any reported adverse impact on air quality or noise.
14. As described above, it is not considered viable to extend the scope of the proposals (despite the strong concerns over safety by the schools and at other locations) given the budget available to the Town Council and also the limited options for traffic calming measures that are judged to be acceptable taking account of the character and function of the A44 and A361 routes through the town. Should the current proposals be approved, this will not preclude a reconsideration of this matter in the future, for example through funding secured from development in the town.
15. Some concerns were also expressed over the scope of the consultation. However; this conformed to standard practice and included a newspaper notice and consultation with the local councils and other statutory consultees including the emergency services, together with a consultation page on the County Council's web site.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

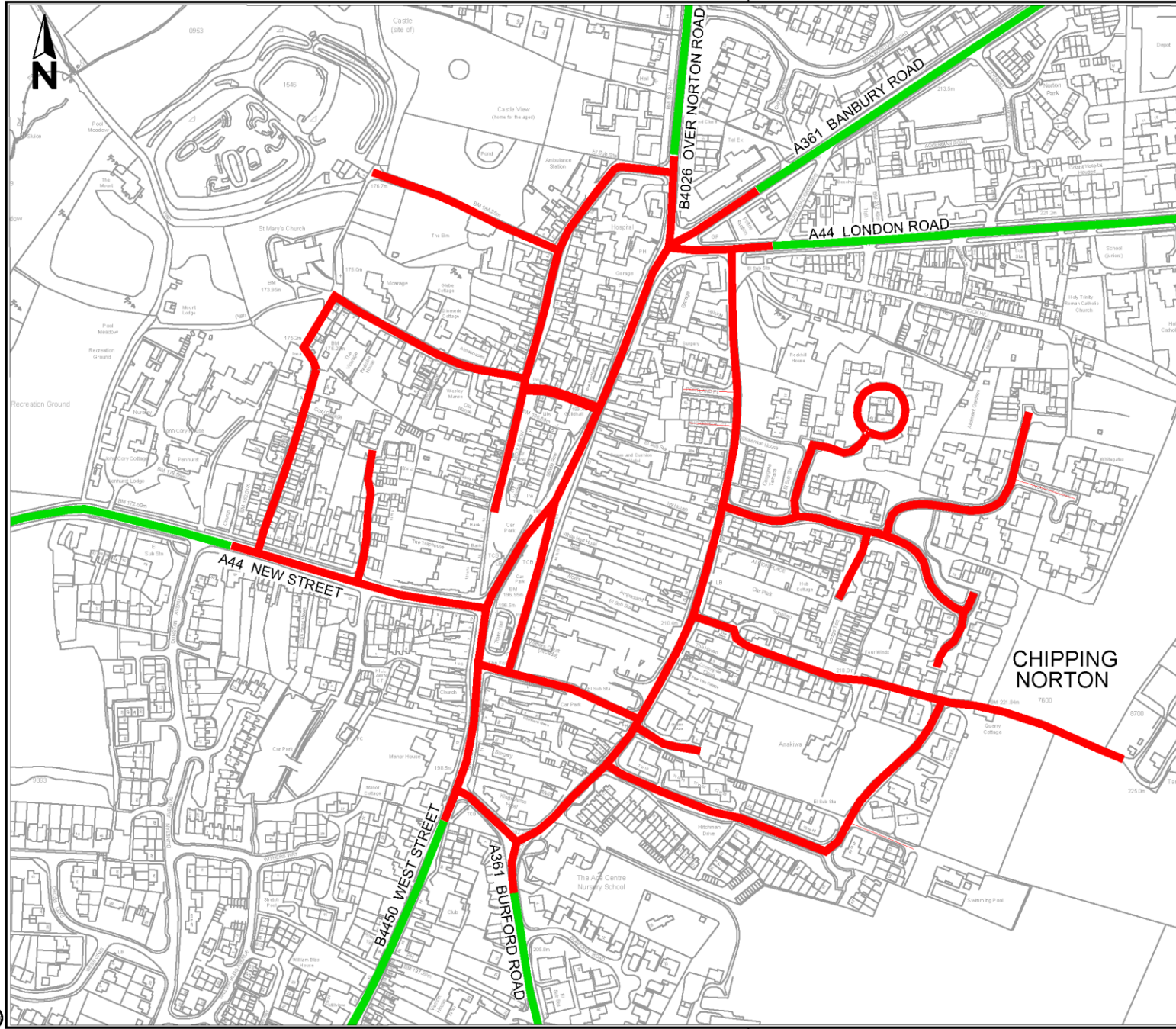
17. Funding for the proposed speed limit has been provided by Chipping Norton Town Council.

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

December 2018



Drawing No.		Revision	
		0	
Key Proposed 20mph Speed Limit Existing 30mph Speed Limit (to remain)			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
Project title PROPOSED 20MPH SPEED LIMIT			
Drawing title CHIPPING NORTON TOWN CENTRE			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	08/18		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

RESPONDENT	SUMMARISED COMMENTS
Traffic Management Officer, (Thames Valley Police)	<p>Object - The police stance firmly reflects Department for Transport (DfT) advice that 20 mph limits should be self-enforcing. The speed data provided suggests that most roads included in the proposal would meet the criteria currently not exceeding 24mph (4 mph above the speed limit) accepted upper limit.</p> <p>Thames Valley Police do however have concerns over the A361/A44 being included. These are Principle Strategic through routes with that aim. In the DfT guidelines this is a factor for consideration in terms of road function which sets it apart from local residential roads. The impact and change between the main route and residential sides roads would be compromised with inclusion of all in our view.</p>
Cllr Hilary Hibbert-Biles	No objection - but out of preference would like to see the 20mph limit outside the schools and hospital.
West Oxfordshire District Council	Neither - Please ensure that the proposed reduction of the speed limit to 20mph does not detrimentally affect the air quality in this area. And where possible, improve it in accordance with Paragraph 7.43b (Improvements to the highway network) of our Local Plan and Policy T2 Highway Improvement Scheme.
(22) ACE Centre Nursery School (Chipping Norton)	<p>Support (with concerns) - As the Headteacher of the ACE Centre Nursery School and Teaching School, which is located at the junction of Albion Street and Burford Road, I strongly support the reduction in the speed limit in the town centre. We have approximately 100 under-5's and their families attending the ACE Centre each day and, as we are open from 8am to 6pm, during the winter many of our very young children are coming and going in the dark. Many of the pavements in the town centre are very narrow, a particular hazard for parents holding the hands of their small children or with pushchairs. As we have no on-site parking for families, safety on the roads surrounding the ACE Centre is a particular concern for families, staff, governors and trustees. Only this term, a car lost control on Albion Street and crashed into our front wall opposite the steps which give access to our front entrance. Fortunately, there were no pedestrians on the pavement at the time but this could have been a catastrophic incident had it happened at the beginning or end of our morning or afternoon sessions. A reduced speed limit may reduce the likelihood of similar accidents. It would also improve safety if there could be a barrier, railings or bollards placed along the pavement in front of the ACE Centre to provide greater protection for this area which is used daily by high numbers of our young children and families. I would further strongly support the extension of the reduced speed limit to include the roads</p>

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	adjoining the two Chipping Norton primary schools and the secondary school.
Local Resident, (Chipping Norton)	Object - I don't see how this can be for safety when the major risk of people being hit by cars would be kids and you have only included one of the three schools. surely the money would be better spent elsewhere, such as on road maintenance. Also concerned about effect on fire service response times, and also noted a query on the likely level of enforcement.
Local Resident, (Chipping Norton)	Object - A reduced speed limit in town is unlikely to yield any benefits. When it is busy, it is difficult to progress at more than 20mph anyway. When it is not busy (e.g. at night time) there is little to be gained and vehicles travelling at this speed will be in a lower gear and making emissions worse as they will take 50% more time to cover the same distance. The emissions around Horsefair are already known to be too high and this will make matters worse. It will be a waste of money to erect signs. I would be highly supportive of a 20mph limit near schools on a timed basis rather than a blanket change (i.e. when then open and close).A recent study in Bath has questioned the validity of the policy, citing more incidents following their introduction. I'm sure there are other ways to improve safety in the town centre (landscaping with shared spaces, weaving kerbs etc.).
Local Resident, (Chipping Norton)	Object - We have four schools in this town as follows - the proposed 20 mph limit ONLY covers the Ace Centre and completely ignores the other three schools. Surely a better use of funds would be to install flashing 20 mph signs in the areas around all repeat all schools - I have been given to understand that the cost would be about £3000-£5000 per installation i.e. only slightly more expensive than imposing a 20 mph limit which will not be enforced BUT the flashing localised signs might prevent children getting injured during school times.
Local Resident, (Chipping Norton)	Object - I support the principle of a 20mph zone, but It should at least cover the two primary schools by extending the proposed limit along the A44 to a point east of the junction with Trinity Road and Russell Way and on the b4450 to include the junction with The Green.
Local Resident, (Chipping Norton)	Object – while supportive of the principle, the limit doesn't go far enough especially noting speeds and danger to pedestrians on the B4450. I realise that this would involve extra signage due to junctions but would be more expensive to leave until a later date. Take it to the edge of the town and make the whole area safer and pleasanter for residents and visitors alike.
Local Resident, (Chipping Norton)	Object - I see drivers generally proceeding cautiously in the town centre when it is busy and the cost of signage is unlikely to yield any benefits. At other, quieter times of day, 30mph is no problem - however, at these times the air quality will suffer a hit as vehicles will take half as long again to travel through the centre in a lower gear and yet give off the same emissions. Horsefair is already known to be above national limits. I would also query how this would be

CMDE5

	<p>policed, given that we have cars along Churchill Road (for example) travelling at some 40mph in a 30mph zone, despite it being a popular walking route to the local primary school. Bath and North-East Somerset Council (BANES) reported an increase in incidents in most areas where lower limits were imposed. Perhaps pedestrians are more likely to feel a false sense of security and be less alert? I would, however, be very supportive of introducing timed 20mph zones near the schools (London Road, Burford Road, Churchill Road, The Green, top of Walterbush Road etc.) i.e. timed for the periods that the schools start and close.</p>
Local Resident, (Chipping Norton)	<p>Object - I feel all the outer limits of the proposed 20 mph limit need to be extended to the derestriction signs. Cars speed along west street onto the Churchill road out of town in particular. I feel on this road and on the London road where schools are nearby should be included.</p>
Local Resident, (Chipping Norton)	<p>Object - The general speed of traffic in the CENTRE of Chipping Norton is slow already due to the congestion, poor road quality, zebra crossing and road markings confusion. However, many of the arterial roads (New Street, West St, West End, Churchill Road, Burford Road etc) suffer from much faster and more dangerous traffic. Several of the schools are also on these roads. These roads would benefit greatly from any traffic calming measures. You can specify whatever speed limit you want in the town centre but if it is not enforced, as is currently the case, nothing changes.</p>
Local Resident, (Chipping Norton)	<p>Object - The air pollution in the Town Centre already exceeds guidelines. To slow down traffic even more will cause this pollution to increase. There is no need to slow down traffic to improve pedestrian safety as there are ample safe crossing points. Given the proposed number of new homes to be built within the Town in the next decade the traffic flow speed will be reduced due to the increased number of vehicles. Thames Valley Police time would be better used trying to catch people responsible for rural theft rather than enforcing an unnecessary speed limit.</p>
Local Resident, (Chipping Norton)	<p>Object - While I support the idea of 20mph limits in the town I am appalled that the boundaries of the proposed 20mph zones on the 5 main exit roads fall short of major safety risk areas just outside (a matter of metres) beyond the proposed boundaries. It is well known from similar imposed limits elsewhere that outgoing traffic immediately speeds up when the 20 mph limit ceases, with motorists 'released' to speed - often then going faster over 30 mph. In almost all the main roads affected, a short way beyond the proposed limits are critical potential safety zones, including the A44 London Road by Holy Trinity primary school , A44 New Street - by the entrance to a large care home ,A361 Banbury Road - a busy entrance off the main road to the very busy Aldi supermarket, A361 Burford Road - astonishingly just 100 metres past The Green leading to St Mary's Primary School, B4026 Over Norton Road - the next 200 yards of Over Norton Road has parking all done one side ;B4450 West Street amazingly just 50 metres further the road narrows with no pavement on one side - people walk in the road and 150 yards further is where St Mary's Primary school children cross this busy road and a lollipop service no longer works there. Also there was no publicity or advertising of this consultation in Chipping Norton -this was a pretence at a proper consultation of the Chipping Norton public - have you for example discussed this with any of the schools and the parent teacher associations involved! At a minimum you should extend the consultation period by another month and organise proper informing of the public</p>

CMDE5

Local Resident, (Chipping Norton)	Object - This will cause utter mayhem in an already congested town, in my opinion if the reduced limit were being imposed for genuine reasons of safety, I'd expect it be a close to at least one of the schools in town, but it isn't. It is therefore abundantly clear that this is simply a very lazy attempt at reducing emissions through the town, by encouraging drivers to use alternative routes. So why not improve the alternative routes instead, to make them more viable?
Local Resident, (Chipping Norton)	Object - I am concerned that the proposed speed restriction area does not cover any of the schools and day nurseries in Chipping Norton. The speed of traffic in the centre of town is already restricted by the congestion that exists during the daytime. The main value of 20mph restrictions is to reduce serious injury or even death involving young children.
Local Resident, (Chipping Norton)	Object - it would almost certainly be impossible to exceed 20mph in most of the side roads currently proposed, so the limit here is more or less pointless. Where the new limit is required, however, is on the main routes to the town's three schools, i.e. along the A361 Burford Road ideally up to the new housing development opposite the Rugby Club, along West End as far as the current 30mph limit goes (i.e. just beyond Hailey Road) and along London Road A44 as far as the Health Centre. In addition, the Green between West Street and Walterbush Road is not currently included which is bizarre since this is where St Mary's Primary School is located.
Local Resident, (Chipping Norton)	Object - I've never considered there to be a problem with excessive speed. In addition, drivers would be liable for prosecution > 23mph in such zones and it is rather difficult to concentrate on keeping a vehicle at this speed. Therefore, it is doubtful that these limits would have any safety benefit, which may explain the lack of any statistical evidence provided by the council
Local Resident, (Chipping Norton)	Object – I am reading more and more that the evidence that a 20mph speed limit leads to safer roads is a fallacy. So is the expense of introducing a 20mph speed limit to a rural market town where the likelihood of a saving 1mph of speed coupled with and no guarantee that accidents will reduce actually worth tax-payers money. I completely concur with 20mph restrictions around schools. The Chipping Norton Council could also be using this proposal as an additional aid for their 'air quality' problem, but there seems to be a lot of conflicting evidence that speed reducing measures help with air quality.
Local Resident, (Chipping Norton)	Object - nobody can do over 20 with the number of cars parked on the roads - waste of money. Traffic lights on the top of New Street would be a better use of the money
Local Resident, (Chipping Norton)	Neither – but some concerns (unspecified) -

Local Resident, (Chipping Norton)	Object - I am in favour of a 20mph speed limit, however your boundaries do not go far enough. and stop short of all 3 schools in the town, a serious omission. West Street (the B4450) has particularly narrow pavements, cars leaving town tend to speed up as soon as they have passed the mini roundabout at the bottom of the Burford Rd (the A361). I would suggest a 20mph limit for the whole of Chipping Norton, not just the town centre. Finally, I would like to point out that your consultation period is woefully inadequate, not only is it an extremely short time frame but it has not been sufficiently publicised. It has hardly been designed to invite comment.
Local Resident, (Chipping Norton)	Support (<u>with concerns</u>) - I am writing as a resident and Town Councillor to support the proposed 20 mph speed limit, but must say that the proposals do not go nearly far enough; the whole of West Street and West End should be included as it is an extremely busy road, especially at peak times, with vehicles speeding. Also pavements are very narrow, in places running to nothing where pedestrians have to walk in the road in West Street. These roads are used by very many children going to and from St Mary's and Chipping Norton Comprehensive. Roads near schools need a 20mph speed limit.
Local Resident, (Chipping Norton)	Object – it is utter madness to stop these short so they do not continue past the town's schools. Where a 20 mph limit changes to 30 mph, drivers naturally increase speed, which in this case will be at the most dangerous point (for pedestrians) of the road. If the proposed plan is implemented, I suspect it won't be long (probably triggered by a near accident) before it will be felt necessary to extend these limits beyond the schools. Has anyone calculated the difference in the total cost of implementing the new limit in two phases (current likely plan) and the total cost of implementing extended limits in the first place?
Local Resident, (Chipping Norton)	Support (<u>with concerns</u>) - A speed limit of 20 mph in the town is fine but what is the point of a limit if it is not enforced. We have a 30-mph restriction on the B4450 approaching from Churchill and the speed of some vehicles has to been seen to be believed. You literally have to hold your breath when joining the main road from side roads such as Tilsley Road, Lords Piece Road, The Leys and Leys approach which have restricted views.
Local Resident, (Chipping Norton)	Support (<u>with concerns</u>) - I agree with this completely, though I think along London Road it should extend to the primary school there (Holy Trinity) as it is a busy and active edge.
Local Resident, (Chipping Norton)	Support (<u>with concerns</u>) - Whilst we are delighted that the proposal to reduce the speed limit in Chipping Norton town centre is under discussion, we feel very strongly that the proposed parameters should most certainly include West Street and Burford Road where there are schools. We live on West Street and as soon as the traffic clears the congested area, speed is swiftly increased. This is the very point where children cross. There is also a reduced kerb

CMDE5

	which tapers at the beginning of West Street after the Memorial gardens which means pedestrians have to walk on the road, unless they cross to the other side. One of our elderly neighbours in Bell Yard has a mobility scooter and because she cannot use the pavement along West St as there isn't one, is now too frightened to use the scooter as the speed of the traffic is so great. Not only do we believe the speed reduction should cover West St, we also believe a new pavement and traffic calming measures at that specific point should be addressed - but we can save that one for another day!
Local Resident, (Chipping Norton)	Object - I have no objections to a 20mph limit to keep us safe and to ensure children's safety but on review of the proposed areas why are the roads that are directly adjacent to schools namely London Rd (Holy Trinity Primary) and Burford Rd (Chipping Norton School) not covered by the proposed new speed limit? Surely this is important for our future generations and their safety?
Local Resident, (Chipping Norton)	Support (with concerns) however it should extend further down New Street, as far as the children's playground. This ends up being very dangerous with traffic accelerating down the hill (and round the blind bend) leaving Chipping Norton on the non-obstructed side of the road, with cars overtaking the parked cars on the playground side of the road (and ending up on the wrong side of the road). Since very large lorries use this route very heavily, this is a difficult section of road to negotiate. The 20mph section would then also include the road in front of the retirement complex development, so would be safer for older people crossing the road.
Local Resident, (Chipping Norton)	Support (with concerns) - I am told that the police do not enforce 20mph speed limits - I am assuming that there will be no OCC money to enforce and that CN will have to rely on future S106 money from developers with all the housing that WOD and OCC are inflicting on this modest settlement. The extent of these measures will need to be significant if we are to see any value from the combined use of a list AND traffic calming measures. I am also concerned that motorists may accelerate to beyond the 30- mph limit (as they frequently do now) as they exit the 20-mph zone with traffic calming measures. This last point is particularly true with the roundabout at the bottom of the Burford Road where the pedestrian crossing at the bottom of the Burford Road frequently sees "hard stops" as cars and heavier vehicles rapidly brake and this is outside the ACE Childrens' Centre! Amazingly, the scheme as proposed does not embrace two school areas and therefore wonder what the purpose of this whole scheme is! A 20-mph limit won't address the narrow section on the A44 between the Blue Boar pub and the old Harpers site where lorry wing mirrors are a hazard. While I support the idea of 20 mph limits but think that the scheme is short of ambition of coverage, and does not include the necessary and complementary traffic calming measures.
Local Resident, (Chipping Norton)	Support (with concerns) - would like more done to slow cars down at the edges of town. In particular, Burford road is awful! I live on the new Bellway development and although the road is supposed 30 going into 40 outside the rugby club, cars go incredibly fast and it's so dangerous.
Local Resident, (Chipping Norton)	Support (with concerns) - the extent of the zone is not sufficient to restrict vehicle speeds along roads where young pedestrians are most vulnerable, namely in the vicinity of both primary schools and the secondary school and also along a section of West Street where the footpath is extremely narrow and is entirely missing in part. I therefore urge you to reconsider the extent of the proposed zone and in particular to extend the West Street zone to the junction with

CMDE5

	Churchill Road, the Burford Road section to beyond Chipping Norton School, the London Road section to beyond Holy Trinity School.
Local Resident, (Chipping Norton)	Support (with concerns) - I have just finished reading the consultation regarding a 20mph speed limit through the main part of Chipping Norton. I agree that cars do speed through the town, often though it is not in the centre of the town (as more often than not a traffic jam in the centre) but on the roads leading into Chipping Norton. We live just off the Burford Road on the new Bellway homes development. In the last two years we have seen four cars which have crashed into the neighbouring field and only on Saturday our neighbours cat was killed. The cars do not obey the speed limit along this stretch of road at all. The majority, if not all, of the new homes on the estate are occupied by families who walk along the Burford Road to get to the schools and nurseries etc. As a parent it is quite nerve wrecking walking along the road with young children and I feel that a reduced speed limit on this road would be highly beneficial. On the Burford Road itself there is a nursery, school, two care homes and a leisure centre - all of which are used by vulnerable members of society- I feel a 20mph limit here or other traffic calming measures such as one way passing places would slow the traffic down and make it a much safer environment for all road users.
Local Resident, (Chipping Norton)	Object - I support the proposal to introduce 20mph speed limits in Chipping Norton, in the interests of public safety. My only objection is that I would like the proposed 20mph limit to cover a wider area of Chipping Norton's roads. In particular, I believe it should cover roads commonly crossed by children on their way to and from school. For example, many children head towards St Mary's Primary School and Holy Trinity Secondary School along the B4450 West Street. My son was knocked over by a car on this road five years ago, on a dark winter morning.
Local Resident, (Chipping Norton)	Support (with concerns) - Whilst I fully support the 20mph zone, it would appear that not much forethought has gone into this proposal as the proposed zone ends on London road, West street and Burford road before the schools situated on each. It would be far better if the zone extended beyond the schools or their applicable access roads in the case of the West street zone this would mean going past the Green. Introducing a 20- mph zone for safety in the town should take into consideration the schools.
Local Resident, (Chipping Norton)	Support (with concerns) - the proposed zone does not go far enough; it should be extended as follows - Banbury Road- extend to beyond the entrance to Cromwell Park; London Road - extend to beyond Russell Way, and the entrance to Chipping Norton Health Centre. (Would this include Holy Trinity Primary, and the new mini shopping centre; Burford Road - extend to beyond the pedestrian crossing outside Chipping Norton School and Leisure Centre. West Street - extend to beyond the junction with The Green (this would improve safety for children attending St Mary's Primary School. I would also like to see the whole of The Green included, again for the safety of children.
Local Resident, (Chipping Norton)	Object - although supportive in principle I am horrified to learn that the proposed areas stop stunningly short of our schools, especially Holy Trinity and St Mary's especially as enforced 'slow driving' motorists are more likely to speed up inappropriately. I am aware that, particularly on motorways, accidents often happen after motorists have been

CMDE5

	forced to slow
Local Resident, (Chipping Norton)	Support - This will benefit us by reducing air and noise pollution and vibrations in what is one of highest in the Country and by protecting our children when crossing the busy New Street roads.
Local Resident, (Chipping Norton)	Support - <i>No comment</i>
Local Resident, (Chipping Norton)	Support - I am really looking forward to this change, for the safety of the elderly, our children and all of us. We need to start making a change and I believe this will make Chipping Norton a more civilised and more pleasant town to live in.
Local Resident, (Chipping Norton)	Support - <i>No comment</i>
Local Resident, (Chipping Norton)	Support - Either install 20mph signs or preferably a larger, more regular police presence to catch the number of lorries and cars exceeding the current 30mph is needed - especially on New Street
Local Resident, (Chipping Norton)	Support - A weight limit on the lorries that are allowed through town would also help enormously
Local Resident, (Chipping Norton)	Support – however should be extended along West Street where the pavement is especially narrow and traffic goes by very fast; also, the very narrow space opposite the old Harpers store. We live just off New Street and often experience traffic driving very fast down the hill.
Local Resident, (Chipping Norton)	Support - Area should be extended to include the town's three schools (Holy Trinity, St Mary's and Chipping Norton School.
Group/Organisation, (Chipping Norton)	Support - I strongly endorse this proposal but would like to see the 20mph limit further extended to include the schools and along West Street. I hope that this scheme is just the beginning of raising awareness of pedestrians, especially children, using the Town Centre and outside the schools. I am very sad and somewhat peeved that this very important

CMDE5

	consultation was not better advertised within the town of Chipping Norton
Local Resident, (Chipping Norton)	<p>Support - Concerned that the limit is not extensive enough. Limit should include the A44 west beyond the common, the A44 past Holy Trinity school plus toward Churchill through West Street, West End and Churchill Road.</p> <p>How is the limit to be enforced? The 30-mile limit on the A44 west is often broken by cars and lorries speeding down the hill from the town centre.</p>
Local Resident, (Chipping Norton)	Support - With the ridiculous number of yet more houses being built alongside the entry/exit roads to our town, a reduction from 30 mph to 20 mph is essential!
Local Resident, (Chipping Norton)	Support - Given all traffic has to pass through the middle of the town (including a lot of heavy vehicles), and this is a route a lot of children walk to school there is no doubt that a lower speed limit would be more appropriate.
Local Resident, (Chipping Norton)	Support - however A361 Banbury Rd - 20 limit should begin at Aldi.A44 London Rd - 20 limit should begin at Health centre turn.
Local Resident, (Chipping Norton)	Support - I am writing to express my strong support for the proposal for a new speed restriction of 20mph through Chipping Norton. As a resident of New Street, I have been alarmed over the past few years at how fast the traffic speeds down our road. Cars race and lorries hurtle down the hill, making our old Victorian cottages (built with no foundations) shake. I would however urge you to consider taking it further on the A44 New Street / Worcester Road - ideally as far as the turning to Bliss Mill.
Local Resident, (Chipping Norton)	Support – However many minor town centre roads are often very congested with parked cars (for example Distons Lane and Church Lane). In practical terms, one could never drive above 20mph and therefore the application of the reduced limit seems unnecessary, but the proposals fail to include the two primary schools or the narrow section of the B4450 West Street especially as the school crossing patrol on West Street/West End is sometimes absent.

CMDE5

Local Resident, (Chipping Norton)	Support - I am resident on the short section of A361 from A44 to Kings Arms roundabout. This section contains 3 major town bus-stops, a parking zone, several shops, restaurants and pubs. There are often long vehicles unloading. These factors contribute to significantly reducing the effective road width and visibility; a 20-mph speed limit could be very effective
Local Resident, (Chipping Norton)	Support - Having moved to the new Cotswold Gate development nearly a year ago and regularly walking into the town centre with two children, the speed of some vehicles through the narrow streets particularly in the centre of town is of frequent concern. A well signed 20mph limit will encourage drivers to think about their speed and take greater care to rescue the risk to pedestrians, encouraging a greater sense of community and a safer environment.
Local Resident, (Chipping Norton)	Support - strongly support the proposed 20 mph speed limit - the road is regularly crossed by people including many elderly citizens and small children with risks in particular caused by speeding lorries. The noise pollution and potential damage to our houses as residents.
Local Resident, (Chipping Norton)	Support - I wholeheartedly agree that we should have a 20mph speed limit on all main roads within and leading out of Chipping Norton. Additional measures might include signalling the A44 New Street / A361 west street junction; a Ring Road would be a luxury, and I would say a necessity as the A44 runs through the centre of the town causing damage to properties due to vibration from the road, let alone, noise and CO2 pollution which is really unpalatable for pedestrians and residents.
Local Resident, (Chipping Norton)	Object - Any sensible driver already keeps to about that speed while driving through the narrow section of Horsefair, and I think those who go faster at present will ignore 20mph signs. There is some evidence that 20mph zones have failed to reduce speeds or accidents elsewhere in the country. The money that I feel would be wasted on 20mph signs would be better spent on other measures. These could include a second zebra or pelican crossing on the High Street at or around the Blue Boar pub, where it is often difficult to cross the road at present, or speed indicator signs at the edge of Chipping Norton's 40mph or 30mph zones, such as on Banbury Road.
Local Resident, (Chipping Norton)	Support (with concerns) - I welcome the principle of the proposal, the Town Council has not published its evidence or has engaged local people on the proposal. As a result, the proposed road coverage misses three of the most obviously dangerous road stretches in the town with no explanation for their exclusion. Children are the most vulnerable to excessive traffic speeds on narrow roads/pavements with many HGV etc movements and the peak school hours in the

CMDE5

	<p>morning and afternoon highlight the main problems, namely:</p> <ul style="list-style-type: none"> • London Road, between Albion Street and Holy Trinity Primary School (not limited but exacerbated by the parked vehicles on one side) • West Street, between Burford Road and Cross Leys (the pinch points in highway width are especially dangerous as average car sizes increase) • Burford Road, between Albion Street and Chipping Norton School (most notably at the Walterbush Road junction but a misleading narrow highway for the most part). <p>My other concern is that if the above extensions to the 20mph zone are excluded from the proposal, then their traffic speeds may increase, as drivers accelerate from the new zone.</p>
Online Response, (Woodstock)	Support - County-wide default 20mph limits are overdue in Oxfordshire's historic town and village centres where walkers and cyclists share road space with HGV's and cars.
Online Response, (York)	Support - 20mph limits are safer, cleaner, greener, better for community, well supported by 7/10 adults in all surveys and reduce noise, particulate pollution, diesel fumes. They are the ideal public health intervention. Please extend 20mph limits to all urban and built up areas in Oxfordshire, and please include an education campaign for drivers
Group/Organisation Member, (Tunbridge Wells)	Support - The experience of having 20mph in the town centre in Tunbridge Wells has been positive and it is proposed to be expanded to include further streets in the near future. 20mph is an appropriate speed where people work, live, shop or play, is supported by international organisations such as WHO and is in accordance with the DfT's guidance on setting local speed limits.

Division(s): Didcot East and Hagbourne
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CABINET MEMBER FOR ENVIRONMENT – 20 DECEMBER 2018

ASTON TIRROLD AND UPTHORPE – PROPOSED 20MPH & 50MPH SPEED LIMITS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit in the village of Aston Tirrold and Upthorpe and replace two short lengths of unrestricted (60mph) road leading out of the village with a 50mph speed limit as advertised.

Executive Summary

2. Speed limits are reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Proposed changes are assessed applying the County Council's Procedure for Speed Limits due to be approved at this meeting (Item 8).

Introduction

3. This report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit in the village of Aston Tirrold and Upthorpe and replace two short lengths of unrestricted (60mph) road leading out of the village with a 50mph speed limit.

Background

4. The above proposals have been put forward by Aston Tirrold and Upthorpe Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents. A plan of the proposals is provided at Annex 1.
5. As part of the technical appraisal of the proposals, speed surveys were carried out at three locations which showed current speeds to be largely compliant with the advice issued by the Department for Transport in respect of the proposed speed limits.

Consultation

6. Formal consultation on the proposal was carried out between 26 September and 26 October 2018. A public notice was placed in the Oxfordshire Herald Series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Aston Tirrold and Upthorpe Parish Councils and the local County Councillor.
7. Twenty-three responses were received, comprising 21 expressions of support, one objection and Thames Valley Police submitting a response that did not object to the proposed 50mph limit, but did raise concerns regarding specific sections of the proposed 20mph speed limit.
8. These responses are summarised at Annex 2 with copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

9. The response of Thames Valley Police expressing some concerns about the appropriateness of the proposed extent of the 20mph limit on Chalk Hill and Hagbourne Road is noted and it is accepted that average speeds at the entry to the proposed limit on these roads are likely to be in excess of 25mph. However, the character of these roads once within the limit – including the bend on Hagbourne Road – should help ensure that speeds over the great majority of their length comply with the Department for Transport guidance.
10. The Aston Tirrold and Upthorpe Roads and Traffic Working Party expressed support for the proposal as did Didcot Town Council.
11. One objection was received from a resident of the village on the grounds that the proposed limit would not be effective in addressing the safety issues in the village and that funding for the project would be better spent on maintaining the roads. While it is accepted that it is unlikely that the proposed 20mph limit would result in a major change in driver behaviour it should, nevertheless, help reduce speeds. The decision on the use of funding has been taken by Aston Tirrold and Upthorpe Parish Council.
12. Nineteen responses were received from residents of the village supporting the proposals. Two of those, however, did express a concern that the proposal should include all the length of the Moreton Road. The latter was given very careful consideration by officers in their discussions with representatives of the parish council on the scheme but, because speeds on the northern part of this road currently exceed the recommended threshold for a 'sign only' 20mph speed limit and noting that the parish councils do not have funding for the supporting measures required to address that issue (noting also there are some local concerns about the visual impact of such measures), it was agreed that the scheme should not include this part of the road.

13. Concerns were also received from two residents who, while being generally supportive of the scheme, expressed the view that the 20mph limit on Spring Hill should be extended and also that a 50mph limit should be introduced on the Hagbourne Road in place of the national speed limit. These comments are noted but the extent of the proposals was approved in discussions with the parish council who are funding the project and are judged to be appropriate taking account of national guidance on setting local speed limits.

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 Aston Tirrold and Upthorpe Parish Council.

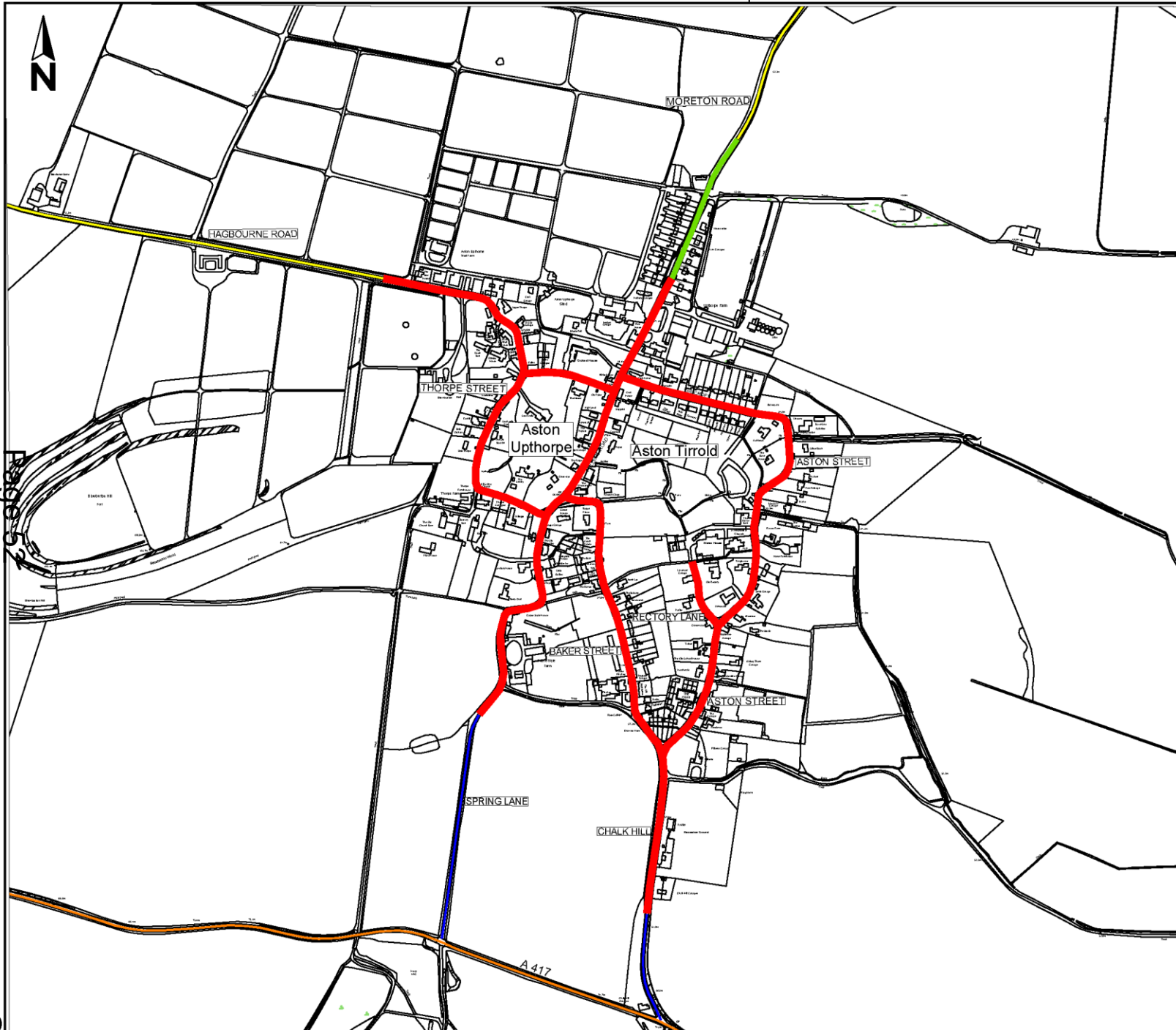
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

December 2018



Drawing No.		Revision 0	
Key <ul style="list-style-type: none"> Proposed 20mph Speed Limit to replace of existing 30 mph speed limit Existing 30mph Speed Limit Existing 50mph Speed Limit Proposed 50mph to replace existing National Speed Limit Existing National Speed Limit 			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p>			
Project title PROPOSED 20 MPH SPEED LIMIT			
Drawing title ASTON TIRROLD AND UPTHORPE			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	07/18		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - On those roads where the means speeds are already above 24 mph this proposal would NOT be supported by Thames Valley Police without additional engineering measures to achieve compliance</p> <p>Having visited the location, it is apparent speeds on most of the village roads will be compliant due to existing environment. However, on 2 roads I would raise serious concern with achieving any level of driver compliance: Hagbourne road and Chalk Hill.</p> <p>Clearly the Authority have identified an issue with lowering the whole of Moreton Road. I feel similar consideration should also be given to both Hagbourne Road and Chalk Hill.</p> <p>No objection to the 50mph speed limits.</p>
(2) Didcot Town Council	<p>Support - Didcot Town Council fully supports the proposed speed limit reductions in and around Aston Tirrold and Aston Upthorpe.</p>
(3) Aston Tirrold & Aston Upthorpe CLP Roads & Traffic Working Party	<p>Support - Aston Tirrold and Aston Upthorpe is increasingly used as a rat run for traffic from Wallingford through the villages to join the A 417 and gain access to the A 34 at Chilton. Our roads are very narrow and twisty with blind corners. We have a growing population of residents and children. We have no pavements and no safe cycling, walking or pram pushing areas alongside our village roads. We have a number of houses which were built with no parking or garage space so cars are parked on the road. We need to ensure a safe environment to all our residents. 20 MPH is a far safer speed than 30 MPH in this village area. The 2 x main access roads from the A 417 down into the village - neither of these can fit 2 cars side by side along them. In addition at the bottom of Chalk Hill, we have the entrance to our recreation Grounds and cars come hurtling down that hill at extremely dangerous speeds just where children on bikes, walking, prams and dogs are going in and out. Hence why we urgently need restrictions of 50 MPH at all points entering the village and 20 MPH inside the village area.</p>

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(4) Local Resident, (Aston Tirrold)	Object - There is no evidence that 20 MPH limits are safer. Those that are likely to drive irresponsibly will continue to break the limit and for the rest of us it will be an irritant. This is an expensive exercise at a time when limited resources would be far better spent on filling pot holes which really are a safety threat.
(5) Local Resident, (Aston Upthorpe)	Support (with concerns) - whilst I fully support the reduction in speed limit across the village, I understand that Moreton Road is not included in this. As a resident of the Moreton Road (in the proposed 30mph section) with children who regularly use the road (as there is a limited amount of pavement) on foot and bikes with myself, I feel that there is a strong need for the speed limit to be reduced in this area of the village as well.
(6) Local Resident, (Aston Tirrold)	Support - As a resident of Aston Tirrold, I strongly support this proposal.
(7) Local Resident, (Aston Upthorpe)	Support - This is a very appropriate measure for these villages as there are few footpaths so pedestrians are forced to walk on the road throughout the villages. This is especially risky to children as sightlines are restricted. I have 2 small children and have had many issues with cars at 30 whilst we are walking. This is exacerbated by limited parking at venues like the recreation ground and pub.
(8) Local Resident, (Aston Tirrold)	Support - <i>No comment</i>
(9) Local Resident, (Aston Tirrold)	Support - Seems to work well in other villages. Some cars and tractors exceed the existing 30 limit.
(10) Local Resident, (Aston Tirrold)	Support - <i>No comment</i>
(11) Local Resident, (Aston Upthorpe)	Support - I frequently walk around the village with my two young boys (2 & 4), cars are driving far quicker than the 30-mph speed limit and I think we would have a much better experience if the 20 mph speed limit was enforced. The cars also don't treat the yield at the top of the Croft as such and have nearly missed colliding with cars on many occasions, walking around those bends with the boys would be safer if the 20mph limit was in place.
(12) Local Resident, (Aston Tirrold)	Support - I entirely agree that this is appropriate. There are no pavements in the village and there are several blind bends so it can be really dangerous walking around the village.

CMDE6

(13) Local Resident, (Aston Tirrold and Upthorpe Parish Council)	Support - With no pavements the village's need for a speed limit that gives pedestrians maximum time to respond to oncoming traffic is particularly important.
(14) Local Resident, (Aston Upthorpe)	Support - <i>No comment</i>
(15) Local Resident, (Aston Tirrold)	Support - <i>No comment</i>
(16) Local Resident, (Aston Tirrold)	Support - Cars drive way too fast through the narrow village lanes
(17) Local Resident, (Aston Tirrold)	Support - Currently people fly through the village doing 40 mph and do not stop at "give way" signs. There is going to be a serious accident soon. I had a near miss only this morning
(18) Local Resident, (Aston Upthorpe)	Support - It would also help if we could 'gate' the entrance to the villages to slow all the vehicles that use our villages as a cut through.
(19) Local Resident, (Aston Upthorpe)	Support - <i>No comment</i>
(20) Local Resident, (Aston Upthorpe)	Support - Whilst I wholeheartedly support the introduction of the 20mph zone in the villages I believe the proposed 50 mph for Spring Lane south of the village is still far too fast, I live beside Spring Lane and travel on it every day. It is called a Lane for a reason. It is not wide enough for 2 commercial vehicles or one large truck and a modern car to pass safely at 50mph. There are a large and increasing number of delivery vans and trucks using the lane and they tear down the lane, especially in the Northern direction from the A417. They will have to go from 50 to 20 just before the first curve and are unlikely to slow to 20. If you were to put a speed camera there that would do it. As this is unlikely to happen it would be far better to make Spring Lane a 30mph zone in the southern stretch before the new 20mph zone thereby reducing the amount of braking required and probably increasing the chances of the new limit being followed

CMDE6

(21) Local Resident, (Aston Upthorpe)	Support - <i>No comment</i>
(22) Local Resident, (Aston Tirrold)	Support - Would have been even better if it had extended to the village entrance on the Moreton Road rather than starting half way down it.
(23) Local Resident, (Aston Upthorpe)	Support - Our village has narrow roads with multiple road junctions. Only one road has a pedestrian footpath and there is no street lighting. Traffic is heavy and is mainly passing through the village. The proposal for a speed reduction to 20mph is sensible and timely. I'm very surprised that Hagbourne Road on the west side of the village has not been included on the reduction to 50mph. This road is straight on its approach to the village boundary with traffic often driving far too fast for its width and walkers. It should be included in the speed reduction, as a minimum between the footpath to Blueburton Hill and the village.

Division(s): Kingston and Cumnor

CABINET MEMBER FOR ENVIRONMENT – 20 DECEMBER 2018

EAST HANNEY – PROPOSED 30MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve proposals to introduce a 30mph speed limit in place of the existing 50mph limit on the Steventon Road at East Hanney as advertised.

Executive Summary

2. Speed limits are reviewed when there are changes to the road layout as a result of development, when requested by local councils a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Proposed changes are assessed applying the County Council's Procedure for Speed Limits due to be approved at this meeting (Item 8).

Introduction

3. This report presents responses received to a statutory consultation to introduce a 30mph speed limit in place of the existing 50mph limit on the Steventon Road at East Hanney.

Background

4. The above proposals have been put forward as a result of a residential development on the north side of the Steventon Road. A plan showing the proposals is provided at Annex 1.

Consultation

5. Formal consultation on the proposal was carried out between 27 September and 26 October 2018. A public notice was placed in the Oxfordshire Herald Series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of the White Horse District Council, East Hanney & West Hanney Parish Councils and the local County Councillor.
6. Twenty-one responses were received. Twenty expressions of support and one objection from Thames Valley Police.

7. 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

8. The police objection was on the grounds that notwithstanding the new residential development, the character of the road remains largely non-built-up and, therefore, compliance with the proposed 30mph limit will be poor unless supporting measures are also provided. It is confirmed that some form of traffic calming gateway is being investigated at the start of the proposed 30mph limit, although at present that work is still at an early stage and progress cannot be guaranteed. As can be seen on the plan, the proposed 30 mph limit is on a length of road of similar character to the length of the A338 south of the Steventon Road where a 30mph speed limit is already in place.
9. The twenty expressions of support for the proposal were from members of the public, all but two being residents of either East or West Hanney, and on grounds of road safety, including for pedestrians crossing the road here.

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 speed limits has been provided by the developer of land to the north of the Steventon Road.

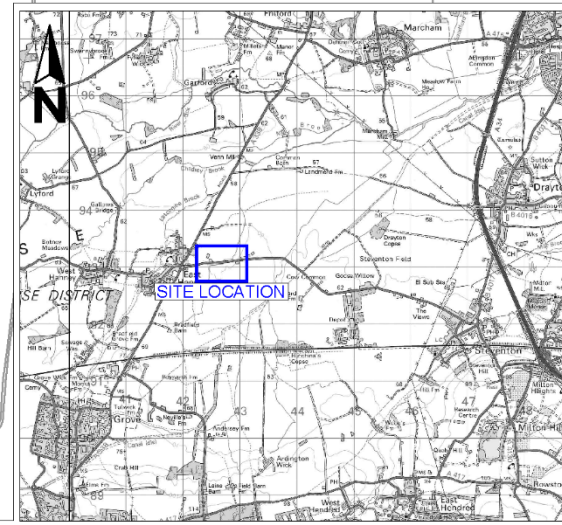
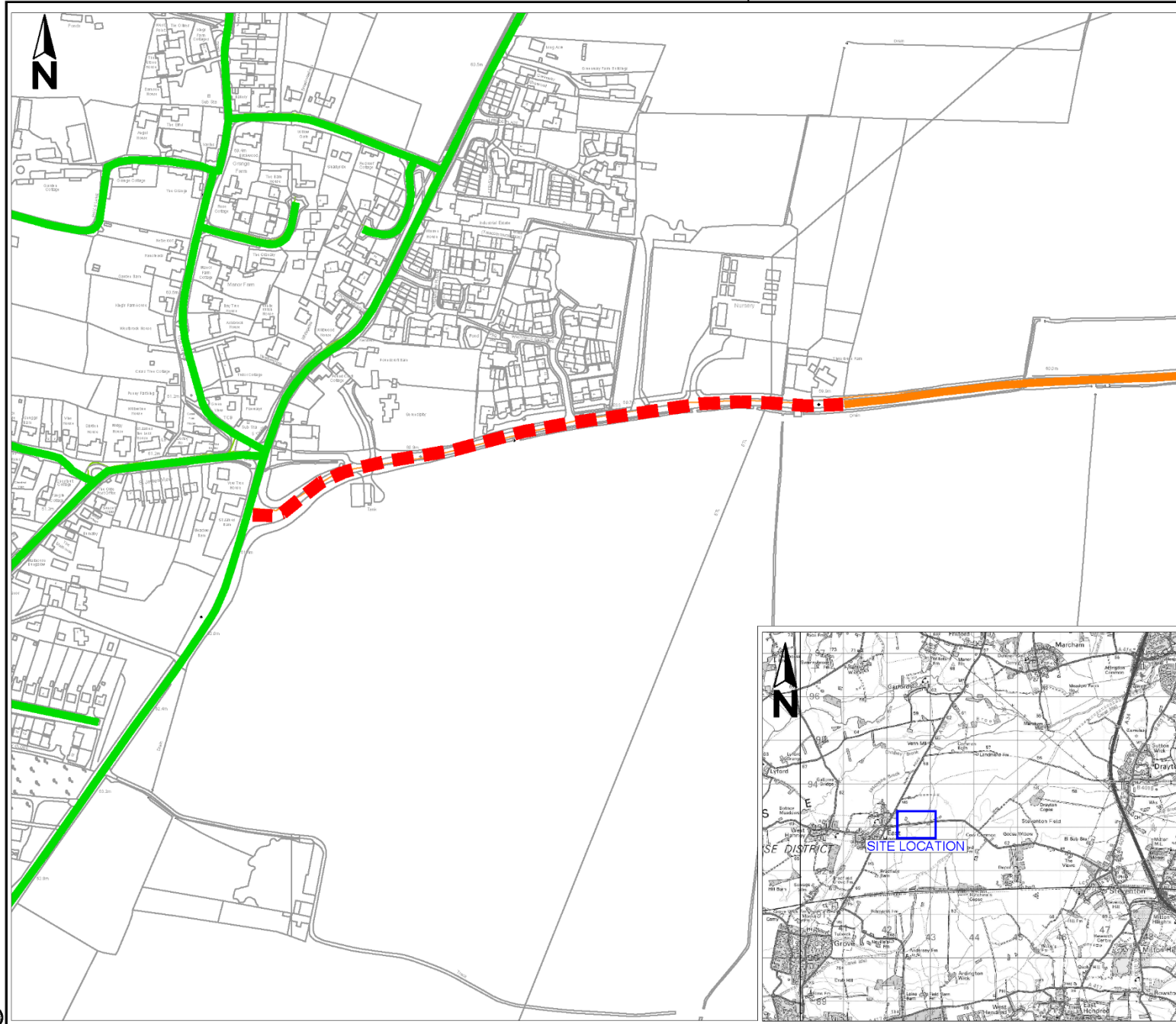
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

December 2018



Drawing No.		Revision 0		
Key <div style="display: flex; justify-content: space-between;"> <div> ■ ■ ■ Proposed 30mph Speed Limit in place of existing 50mph (approx 580 metres) </div> <div> — Existing 30mph Speed Limit (to remain) </div> <div> — Existing 50mph Speed Limit (to remain) </div> </div>				
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Rev.	Date	Purpose of revision	Drawn	Checked/Approved
<div style="display: flex; align-items: center;"> <div> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577 </div> </div>				
Project title PROPOSED 30 MPH SPEED LIMIT				
Drawing title EAST HANNEY STEVENTON ROAD				
Drawing Status				
Scale @ A3	Drawn by	Checked by	Approved by	
N.T.S.	JaC			
	Date drawn	Date checked	Date approved	
	09/18			
Oxfordshire Project No. & File Ref				
Drawing No.		Revision 0		

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object - With all of new development taking place throughout Oxfordshire I am aware there have been many like proposals to extend speed limits to incorporate new road junctions.</p> <p>What seems inconsistent from a Highway Authority perspective with many of these is the chosen /desired lower limit, some 30 others 40</p> <p>With this current proposal and having visited the location on a number of occasions there is little change in the current environment apart from a new small junction. I accept the current speed limit signing of 50 is still in place, despite the sign being turned. However, during a recent visit there is little to encourage driving at a lower limit. Driving the road yesterday at 30 mph I was overtaken by 2 vehicles.</p> <p>I assume the Authority have already acquired speed data in support of a lower limit. Unless suitable engineering features are included as part of this speed limit change or speed data suggests that a lower limit is acceptable, I object to such a lowering.</p>
(2) Local Resident, (East Hanney)	Support - The road is dangerous and the speed limit needs to be reduced before a serious accident happens. This is the only road into the Hanneys that is not 30mph.
(3) Local Resident, (West Hanney)	Support - No comment
(4) Local Resident, (East Hanney)	Support - I use this road 2 to 3 times a day and have had many near misses as the traffic travels so fast. The new housing estate is difficult to pull out from as it is difficult to judge the speed of cars. It definitely needs to be a 30mph limit.
(5) Local Resident, (East Hanney)	Support - We live down a private drive off the Steventon Road just behind the restaurant. It's extremely difficult to get out of the drive to join the Steventon Road in rush-hour because the road bends away so visibility is impaired

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	compounded by vehicles travelling at speed despite approaching the junction with the A338. We also get tail-gated for not building up speed as soon as we turn onto the Steventon Road. People tend to think you have simply left your indicator on by accident! We have only lived here for 3 months and have already been subjected to a road-rage incident when we pulled out and a driver behind had to slow down! We, and our neighbours, all have young children and pets - it's a worry that at the end of our drive, cars are screeching by at speed.
(6) Local Resident, (East Hanney)	Support - No comment
(7) Local Resident, (Wantage)	Support - Definitely required to make the village a safer place for all new residents.
(8) Local Resident, (East Hanney)	<p>Support - Residents in the new developments along the Stevenson Road already face some difficulties in accessing the main area of the village which lies on the opposite side of the A338 because of the volume and speed of traffic using that road. There is no assisted pedestrian road crossing for the A338 in the village. The lack of a built pavement along the Stevenson Road at the East Hanney end adds to the difficulties of pedestrians and cyclists looking to access the main area of the village.</p> <p>In that context, reducing the speed of traffic approaching the A338 from the east can only be helpful.</p>
(9) Local Resident, (East Hanney)	Support - Excellent move to improve road safety. Consider a 20mph limit through the village in the narrow stretch past The Black Horse, over the bridge past the hall and school
(10) Local Resident, (West Hanney)	Support - Need to be safer for new houses...cyclist and horse riders so they can connect to the lovely by ways or bridal ways that are currently inaccessible because car users on this road make this road dangerous.
(11) Local Resident, (East Hanney)	Support - No comment
(12) Local Resident, (East Hanney)	<p>Support - It's dangerous to live on a street that enters on to a 50mph road so this is very much needed. I am concerned however that as with any speed restriction, it will be ignored without proper enforcement so it may continue to be dangerous</p>

(13) Local Resident, (East Hanney)	<p>Support - I currently live in Whitfield Gardens off Steventon road and trying to cross the road, especially mornings and afternoons, is most days hazardous. There is very little visibility as it stands coming out of the development and i constantly have to take chances with a child in the car.</p> <p>Further work is as urgently needed on the A338 to finally invest and put in place traffic devices to reduce the speed of vehicles e.g. speed bumps to allow a safe crossing of children to take their school bus morning and afternoon. There is again little visibility to cross the road because of the bend. Clearly none of the OCC officers live in the village with children/teenagers having to cross on their own. Enough houses have been built on that side of the village and contributing to council tax to surely find a safe passage for all residents in order to access the village amenities.</p>
(14) Local Resident, (East Hanney)	<p>Support - Currently accessibility onto Steventon road from Whitfield Gardens is compromised. A lower speed limit should reduce the amount of time it takes drivers to react to other cars coming in or out of the estate "safely". The amount of activity alongside the road and the high speed at which cars generally approach the entrance to the Estate - at all times of day - require immediate traffic calming measures.</p>
(15) Local Resident, (East Hanney)	<p>Support - We strongly support to impose the speed limit. It is very unsafe at the moment, as the vehicles go past this stretch very fast. Particularly, as the Lagan Builders have not completed the entrance of the Whitfield Gardens, by providing the proper visibility on either side while coming out of the development, this is a potential risk for major accidents.</p>
(16) Local Resident, (East Hanney)	<p>Support - I live in the new estate that has been built off Steventon Road. I feel it is a dangerous road layout as you cannot see traffic from the left (i.e. coming from Steventon) due to the bend and vegetation that is in the way. Pulling out in the morning feels very dangerous as traffic moves quickly and reducing the speed limit will greatly improve the safety without much inconvenience to motorists.</p>
(17) Local Resident, (East Hanney)	<p>Support - Difficult to safely pull out of Whitfield gardens, especially turning right, due to visibility. 30mph speed limit would make this much safer.</p>

(18) Local Resident, (East Hanney)	Support - Our house is right at the top of Steventon Road, adjacent to La Fontana restaurant. Particularly in the early mornings and evenings we can hear traffic speeding away from the A338 junction towards Steventon AND towards the A338 junction, often braking hard at the last minute. We would strongly support the 30 mph Speed limit in the interest of the safety of residents AND all motorists and road users.
(19) Local Resident, (Wantage)	Support - The speed of cars along this stretch of road is dangerous. When turning into Whitfield gardens cars will often not reduce speed but carelessly overtake to avoid collision, as it is not always evident to other drivers that there is a turning here. In addition visibility is not always clear when turning out of Whitfield Gardens and it is only a matter of time before there is an accident. Many cars continue to speed once they reach the village, and I feel that if the speed limit were to be reduced before they reach the A338, it may help to reduce speeding there too. There are many young families now living near this road and there are currently plans for a second development which would bring another 40 homes. I would urge the council to approve the speed limit reduction for the safety of all families both living here already, and yet to move in.
(20) Local Resident, (East Hanney)	Support - A 30mph zone past Whitfield Gardens is absolutely vital. At present traffic races off the A338 and accelerates rapidly away from the junction as the gentle curves in the road are so inviting. But those same curves (along with many trees/hedges) make sight-lines short for those joining the road from La Fontana, Poundcroft, Whitfield Gardens, Tinkerbush or the individual houses along that stretch, such that there are regular near-misses. Motorbikes are a particular problem as they accelerate unbelievably quickly. In an ideal world there would be further traffic calming, such as a speed camera or at least a speed-detecting electronic "slow down" sign, but a 30mph zone would at least hopefully alleviate the very worst of the problem.
(21) Local Resident, (East Hanney)	Support - I have recently moved into one of the houses in the new development off the part of the Steventon Road affected by this proposed order. I not only SUPPORT the proposal, but am grateful that OCC is taking action to rectify what is becoming a dangerous turn out from Whitfield Gardens on to the Steventon Road. The visibility towards Steventon, especially in the summer when there are leaves on the trees/bushes is particularly poor and the slight bend in the road often hides vehicles that are heading towards Hanney at some considerable speed. This adjustment to the speed limit will hopefully make the road much safer and cannot come soon enough.

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Division(s): N/A

CABINET MEMBER OR ENVIRONMENT – 20 DECEMBER 2018

HIGHWAYS POLICY STATEMENTS

Report by Rikke Hansen, Head of Integration and Improvement

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to agree:
 - (a) the revised Highways Policy Statements at Annex 1 – 10 to this report;
 - (b) the revised Statement of Priorities at Annex 11 to this report.

Introduction

2. This report has been produced to seek approval from the Delegated Cabinet Member for a series of updated Highways Policy Statements. The policy statements have been updated because of the establishment of the new Highways Code of Practice (October 2018) and the recent Countryside Records Service Improvement Project.
3. This approach follows Cabinet approval in November 2017 for the development of a new Highways Infrastructure Management Framework with agreement that approval of updated policy statements and procedures would be via reports to the Cabinet Members Decisions Meeting or by the relevant Director dependent on the level of service change. As this is the first grouping of policy statement updates it was agreed that these should be presented to the Cabinet Members Decision Meeting.

Context

Highways Policy Statements

4. In 2016 the UK Roads Liaison Group launched the new Code of Practice; [Well-managed highway infrastructure](#) which supersedes the previous Codes '[Well-maintained Highways](#)', '[Well-lit Highways](#)' and '[Management of Highway Structures](#)'. The Code is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. The new Code sets out 25 recommendations which authorities must adhere to before the 31st October 2018.
5. Oxfordshire has considered these recommendations. Officers, with the assistance of Skanska and Capita, carried out a detailed review of 17 existing policies that were considered medium to high priority. The review was to update and ensure

compliance with the Code and alignment to current working practices and the latest specialist guidance and legislation.

6. Please see the table below for further detail.

Cat 1 (Policy statement complete)	Cat 2 (Policy statement part of wider projects)	Cat 3: Policy in development
1. Safety Improvement Policy (previously skidding resistance) 2. Coloured surfacing 3. Trees and vegetation (also includes planting) 4. Street lighting 5. Drainage 6. Traffic signs and bollards 7. Road markings and road studs 8. Safety Fencing & Barriers 9. Grass cutting 10. Speed limit	11. Parking 12. Community Engagement 13. Memorials	14. Winter service - to now include resilience network 15. Structures 16. Safety Inspections to include 17. Public Rights of Way

7. A collaborative approach was taken and advice was sought from the Legal Team and the Insurance Team reviewed each in detail to ensure that the Authority's ability to defend its position legally is not compromised.
8. Members of the Environment and Transport Cabinet Advisory Group were engaged in updating policies and suggestions have been incorporated in either the policy statements or inclusion in the more detailed procedure documentation.
9. The policy statements annexed in this report (annex 1 to 10) will be supported by more detailed procedures for staff, the public and developers. The intention is to have these documents available for use by the end of January 2019.
10. A SCIA has been completed to accompany the street lighting policy statement as it is acknowledged that there is a change in service delivery with the use of LEDs for which there are potential issues that have required exploration. The other policies have not required a SCIA to be completed as these generally reflect a continuing level of service and suggest no significant change.
11. Policy statements not in this report (Cat 2 & 3) are still in development and will be presented if required (i.e due to a change in level of service) at a future meeting.

The Definitive Map and Statement - Revised Statement of Priorities

12. The Council's Statement of Priorities sets out the council's policy on the order of which applications to modify the Definitive Map are addressed. It has been

updated to allow for a more dynamic case treatment process that is intended to speed up the assessment process and reduce the waiting list.

13. Since the last update, applications have been addressed in the order they were received. The updated statement will allow the council to process applications 'out of sequence' where it is deemed that this would lead to a faster reduction in caseload or where a certain case outcome may have a significant impact, e.g. Where linked to planning applications.
14. The Oxfordshire Countryside Access Forum (OCAF) supports the revised statement.

Financial and Staff Implications

15. There are no known financial or staff implications identified.

Equalities Implications

16. A Services Key Impact Assessment has been completed because of the changes to the Street Lighting Policy. This can be viewed in the appendices.

RIKKE HANSEN

Head of Integration and Improvement

Telephone No: 07554 103536
December 2018

Annex 1**Coloured Surfacing Policy**

1. Oxfordshire County Council, as the Highway Authority, is responsible for the provision and maintenance of coloured surfacing on the network throughout Oxfordshire excluding motorways and trunk roads.
2. This policy covers the provision and replacement of applied coloured surfacing on roads, cycleways and bus lanes, it does not include white lining or markings. Coloured surfaces are not considered as signs or road markings and therefore have no legal status.
3. Applied coloured surfacing is less durable and is more expensive to maintain and installed than a tarmac road surface. Oxfordshire County Council aims to reduce the amount of coloured surfacing which the Authority is responsible for on its network. It will consider requests for the provision or replacement of coloured surfacing on a case by case basis.

Policy: CSP1

Oxfordshire County Council will only allow applied coloured surfacing where there is demonstrated requirement for provision on;

- safety grounds
- enhancement of the natural or urban environment (in the case of public realm or public rights of way schemes)

and when;

- all other alternatives have been considered and there is no viable alternative
- the whole life cost of the applied surfacing has been calculated and accounted for

Policy: CSP2

Oxfordshire County Council will not replace Coloured Surfacing apart from

- When carrying out localised repairs
- It is considered necessary for safety reasons

Service Aims

- Oxfordshire County Council will reduce the amount of coloured surfacing on Oxfordshire's network
- Oxfordshire County Council will increase funding for the maintenance of coloured surfacing where it is specified
- Oxfordshire County Council will improve durability and service life of applied coloured surfacing

- Coloured Surfacing Procedure
- Highway Safety Procedure
- [OCC Highways Asset Management Plan](#)
- [Highway Safety Inspection Policy](#)
- [Oxfordshire Cycling Design Standards](#)
- [Design Manual of Roads and Bridges TA 81/16 – Coloured Surfacing in Road Layout](#)

Annex 2

Highway Electrical Assets Policy

1. Oxfordshire County Council, as the Highway Authority, is responsible for the provision and maintenance of electrical assets on the road network throughout Oxfordshire excluding motorways and trunk roads.
2. The policies cover the requirements for the installation and maintenance of all types of electrical assets that are in the ownership or are maintained by Oxfordshire County Council covering. Lighting is provided for both highway and social safety reasons.
3. Oxfordshire County Council does **not** provide and/or maintain electrical assets:
 - in private areas such as residents' garages, public car parks, or roads that have not yet been, or are not going to be, adopted as highway maintainable at the public expense
 - if a parish council has decided to continue maintaining their own lights or has a policy of no street lighting
 - associated with new lighting on definitive footpaths, footpaths with permitted rights, bridleways, and towpaths, or on lengths of highway between town or village settlements

Policy: EAP1

Oxfordshire County Council will provide, or ensure provision, of adequate and appropriate electrical assets to ensure safe passage to users of the highway network.

Policy: EAP2

Oxfordshire County Council will ensure the safety of highway users is maintained by taking a risk-based approach to the provision of street lighting and electrical assets. Policy.

Policy: EAP3

Oxfordshire County Council will respect the wishes of a parish council not to provide street lighting in its village locations unless lighting is warranted on safety grounds, and there are no cost-effective alternatives.

Policy: EAP4

Oxfordshire County Council will protect and enhance the night-time environment by implementing part-night lighting and dimming unless there are risk assessed reasons not to.

Policy: EAP5

Oxfordshire County Council will reduce the council's impact on climate change, as our Procedure for Electrical Highway Assets and Oxfordshire County Council's Energy Strategy.

Policy: EAP6

Oxfordshire County Council will reduce street clutter wherever possible by the removal of unnecessary and redundant electrical assets and support structures, for which they are responsible.

Service Aims

- Reduce Oxfordshire County Council's energy bill
- Reduce the number of electrical assets to reduce street clutter.
- Increase the service life of electrical assets.
- Reuse and recycle redundant equipment where feasible
- Adhere to the service standards detailed within the Highway Safety Inspection Policy and the Procedure for Highway Electrical Asset with regards to Inspection and maintenance.

Reference & Supporting Documents

- Procedure for Highway Electrical Asset
- [Highway Safety Inspection Policy](#)
- **BS 5489-1:2013** Code of practice for the design of road lighting. Lighting of roads and public amenity areas
- **BS EN 13201:2015** Road lighting. Calculation of performance
- **BS 7671:2018** Requirements for Electrical Installations. IET Wiring Regulations
- **CEN/TR 13201-1:2014** Road lighting. Guidelines on selection of lighting classes

Annex 3**Existing Road Assets Highway Safety Policy**

1. Oxfordshire County Council, as the Highway Authority, is responsible for ensuring the safety of highway users is maintained across the road network throughout Oxfordshire excluding motorways and trunk roads.
2. The analysis of skidding resistance and collision data are used to identify and prioritise high risks areas of the network. Locations for asset improvements will be considered where a safety concern relating to the condition of the asset is identified.
3. The analysis of the potential risk, with regards to skidding and collisions combined, is limited to all existing A and B roads and high-use C roads and police recorded wet skidding related accidents, as defined by the Highway Safety Procedure and national guidance.
4. These policies cover management of the existing road assets and does not include; new developments, local safety schemes including traffic calming schemes or the installation of speed cameras.

Policy: HSP1

Oxfordshire County Council will identify works and improvements to highway assets that improve road safety and aim to reduce the number of road traffic accidents which occur within Oxfordshire each year.

Policy: HSP2

Oxfordshire County Council will continue to maintain highway assets that have been installed to specifically support road safety unless a risk assessment identifies that they are no longer required.

Policy: HSP2

Oxfordshire County Council will work with Thames Valley Police to improve road safety.

Service Aim

- Reduce the overall number of casualties on Oxfordshire's roads.
- Reduce the percentage of the road network that is below the skidding resistance Investigatory Level.
- Improve public perception of safety on Oxfordshire's roads

Reference & Supporting Documents

- Highway Safety Procedure
- Coloured Surfacing Procedure
- [OCC Highways Asset Management Plan](#)
- Official Police Accident Statistics (STATS 19)

Related Standards:

- [HD28/15 – Skidding Resistance](#)

Annex 4

Grass Cutting Policy

1. Oxfordshire County Council, as the Highway Authority, is ultimately responsible for the maintenance of grass verges alongside the carriageway network throughout Oxfordshire excluding motorways and trunk roads.
2. A number of Parish Councils are contracted to undertake grass cutting as part of the Oxfordshire Together Community Engagement programme.

Policy: GCP1

Oxfordshire County Council will undertake grass cutting on

- all roadside verges in both rural and urban areas on an annual basis, and
- a full cut back in Areas of Outstanding Natural Beauty (AONB) on a cyclic basis, in line with our Grass Cutting Procedure.

Additional cuts will only be undertaken if a safety risk is identified.

Policy: GCP2

Oxfordshire County Council will seek to enhance and protect the natural environment;

- carrying out minimal treatment of noxious weeds through reactive spraying and/or weed pulling as funding allows.
- Taking into consideration local area needs and request where appropriate and possible regarding timing and type of cut provided.

Policy: GCP3

Oxfordshire County Council will maintain visibility at junctions and other locations that are considered a safety risk if visibility is restricted. *This excludes visibility splays at entrances to individual residential or commercial premises.*

Policy: GCP4

Oxfordshire County Council will work and allow Parish and Town Councils that wish to carry out their own or enhanced grass cutting on the highway providing it is safe to do so.

Service Aims

Oxfordshire County Council will undertake a risk based approach to grass cutting, with the following minimum levels of service:

- 1 cut per year on visibility splays
- 1 cut per year for fully adopted highway urban verge areas
- 1 cut per year, utilising a 1m wide swathe cut along the roadside edge in rural verge areas
- 1 cut per year, utilising a 1m wide to the rear of the shared use facility and a full width cut between the Footway /Cycleway shared use facility and the carriageway
- 1 cut per year on roads with a speed limit of 50mph or more (including all dual carriageways). Minimum standard is a 1m swathe cut.
- 1 cut every two years, at the end of the growing season, in Areas of Outstanding Natural Beauty (AONB) a full width cut and collect of the adopted verge will be undertaken
- 1 cut per year, at the end of the growing season or such time to main their habitat value, on road side Nature Reserves.

Full width cut backs of ¼ of the adopted verges takes place every year on a cyclical basis.

Removal of grass cuttings will not be carried out unless the cut is part of the full cut

Reference & Supporting Documents

- Grass Cutting Procedure
- Trees & Vegetation Procedure
- [Highway Safety Inspection Policy](#)
- [OCC Highways Asset Management Plan](#)
- Wildlife and Countryside Act 1981 (Schedule 9)
- OCC Oxfordshire Together

Annex 5

Drainage Policy

1. Oxfordshire County Council, as the Highway Authority, is responsible for the provision and maintenance of drainage assets on the road network throughout Oxfordshire excluding motorways and trunk roads.
2. The Highways Act 1980 empowers highway authorities to construct and maintain drainage systems to remove surface water from the highway.
3. There are also responsibilities and duties under the Flood and Water Management Act 2010 that relate to the provision and maintenance of the county's drainage assets. Oxfordshire County Council, as the Lead Flood Authority has responsible for flood risk management.
4. Oxfordshire County Council seeks to proactively maintain the highway drainage asset to deliver a highway drainage service that follows a prioritised, risk-based approach.
5. An effective drainage procedure can contribute significantly to the following:
 - To aid road safety and reduce the risk of flooding;
 - To effectively manage our ditches and gullies;
 - To contribute to our obligations of Local Lead Flood Authority, (LLFA) responsibilities

Policy: DP1

Oxfordshire County Council will provide safe and efficiently maintained highway drainage systems to ensure safe passage to users of the highway network.

Policy: DP2

Oxfordshire County Council will accurately define and record location and condition of the Highway Drainage Asset

Policy: DP3

Oxfordshire County Council will make safe any defects identified as a safety defect following any inspection or incident within the timescales indicated within the Safety Inspection Policy

Policy: DP4

Oxfordshire County Council will continue to deal with flooding incidents on a reactive basis and as part of any investigations into the cause of a flood, the Council will investigate, record the case and feed into a risk based approach of prioritisation leading to a forward works programme

Policy: DP5

Oxfordshire County Council will undertake the duties and responsibilities of the Flood and Water Management Act as the Lead Local Flood Authority for Oxfordshire

Policy: DP6

Oxfordshire County Council will update the council's Flood Risk Management Plan and Preliminary Flood Risk Assessment

Policy: DP7

Oxfordshire County Council will promote and use Sustainable Urban Drainage Systems (SUDS) in accordance with the Flood Water Management Act

Policy: DP8

Oxfordshire County Council will assist individuals and stakeholders in identifying their flood risk and how to respond to the threat of flooding if it should occur as detailed in the [Oxfordshire Flood Toolkit](#).

Policy: DP9

Oxfordshire County Council will issue enforcement notifications to private owners of ditches that affects the safety and operation of the public highway.

Where an enforcement notice has been issued and not actioned, the County Council will undertake the works and seek to recover costs.

Service Aims

- We will investigate all reports of highway flooding and damaged/blocked highway drains and take appropriate measures to remove water from the highway, alleviate or mitigate flooding as appropriate.
- We will collect condition data on all gullies to facilitate repairs and to also inform future changes to gully emptying frequencies.
- We will carry out a programme of known grip cleaning and cutting.
- We will facilitate ditch maintenance by adjacent landowners and if necessary take appropriate action to cleanse and recover costs from those landowners not fulfilling their obligations.

Reference & Supporting Documents

- Drainage Procedure
- [Highway Safety Inspection Policy](#)
- [OCC Highways Asset Management Plan](#)
- [Oxfordshire Flood Toolkit](#)
- [Design Manual for Roads & Bridges \(DMRB\): Volume 4, Section 2 – DRAINAGE](#)

Annex 6

Road Markings & Road Studs Policy

1. Oxfordshire County Council, as the Highway Authority, is responsible for the provision and maintenance of road markings and road studs on the network throughout Oxfordshire excluding motorways and trunk roads.
2. Road Markings are all white and yellow markings on the road surface, as defined in the Traffic Signs, Regulations and General Directions 2016.
3. Regulatory Road Markings are subject to legal enforcement. Advisory Markings provide guidance and direction to the road user but are not enforceable.
4. An effective road marking policy will ensure effective traffic control and the efficient working and enforcement of road traffic regulations
5. With the emergence of assisted driving technologies such as lane identification, the removal of road centreline markings, lane and edge markings may lessen the effectiveness of the technology

Policy: RMSP1

Oxfordshire County Council will provide or ensure provision of adequate and appropriate road markings to ensure safe passage to users of the highway network by giving clear direction and warning.

Policy: RMSP2

Oxfordshire County Council will undertake an annual programme of white and yellow road marking replacement, prioritised using a risk-based approach.

Policy: RMSP3

Oxfordshire County Council will consult with key stake holders, including the police, town and parish councils with regards to the removal of road centre lines, edge markings and road studs where we believe there is no safety need for them.

Policy: RMSP4

Oxfordshire County Council will consult householders with regards to the provision or removal of access protection markings (H markings).

Policy: RMSP5

Oxfordshire County Council will consider how the removal of centreline and edge markings will impact on effectiveness of emerging vehicle technologies.

Service Aims

- Oxfordshire County Council will take a risk-based approach to maintain and inspect existing road markings and road studs on the network so that information remains clear, visible and legible, in accordance with our Highway Safety Inspection Policy
- Oxfordshire County Council will seek to reduce the amount of unnecessary road markings and road studs on the network.
- Oxfordshire County Council will provide new road marking and road studs and renew existing road marking and road studs only where necessary on road safety grounds.
- Oxfordshire County Council will honour access protection markings (H markings)

Reference & Supporting Documents

- Road Markings & Road Studs Procedure
- Traffic Signs Procedure
- Speed Limits Procedure
- Coloured Surfacing Procedure
- [Highway Safety Inspection Policy](#)
- [Oxfordshire Cycling Design Standards](#)
- [OCC Highways Asset Management Plan](#)
- [Traffic Signs and General Directions 2016](#)
- [TD 26/17 Inspection and Maintenance of Road Markings and Road Studs on Motorways and All-Purpose Trunk Roads](#)

Annex 7

Speed Limits Policy

1. Oxfordshire County Council, as the Highway Authority, is responsible for the setting of all local speed limits across the road network throughout Oxfordshire excluding motorways and trunk roads.
2. Speed limits fall under two categories:
 - National Speed Limits; 30mph, 60mph and 70mph, as defined within the Road Traffic Regulation Act 1984.
 - Local Speed Limits; 20mph, 40mph and 50mph, which set by Local Authorities and guided by [DfT Circular 1/13 Setting Local Speed Limits](#)
3. Oxfordshire County Council does not enforce speed limits, the responsibility of this function lies with Thames Valley Police.
4. An effective speed limit policy can contribute significantly to the following outcomes:
 - To aid road safety and reduce the risk of injury
 - To ensure the efficient working and enforcement of road traffic regulations
 - To maintain effective traffic control
5. Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety.
6. The imposition of any new speed limit, or amendment to existing speed limit, requires a Traffic Regulation Order to be made.

Policy: SLP1

Oxfordshire County Council will ensure speed limits are appropriate to the location, nature and purpose of the road. All new speeds limit will be consulted upon with public bodies such as the police, district and parish councils, as per our statutory duties.

Policy: SLP2

Oxfordshire County Council will consider Speed limits when changes to the road layout or usage of a road are proposed because of development or improvement schemes, and in response to emerging road safety issues and concerns.

Policy: SLP3

Oxfordshire County Council will only provide the minimum statutory level and type of signage (and lines) to support a speed limit, unless there are specific safety or enforcement justification to provide more.

Service Aims

- We will investigate and respond to all requests to changes in speed limit.
- We will use a risk based approach in the setting and review of speed limits.

Reference & Supporting Documents

- Road Markings & Road Studs Procedure
- Traffic Signs Procedure
- Road Traffic Regulation Act 1984
- [DfT Circular 1/13 Setting Local Speed Limits](#)
- [Traffic Signs and General Directions 2016](#)

Annex 8

Highways Safety Fencing and Barriers Policy

1. Oxfordshire County Council, as the Highway Authority, is responsible for ensuring the safety of highway users is maintained across the road network throughout Oxfordshire excluding motorways and trunk roads.
2. This policy applies to all vehicle restraint systems (VRS) and pedestrian guard rails. An effective safety barrier policy can contribute significantly to maintaining effective traffic control
3. Static objects on or near to the road can present a significant hazard to the road user and there is a clear need to ensure that they are reasonably protected. Examples of such objects would be structures, large signs, lamp columns or where there is a large difference in level near to the road edge or risk of incursion onto other mode of transport corridors such as rivers or rail lines.

Policy: HSFP1

Oxfordshire County Council will provide and maintain adequate and appropriate vehicle restraint systems and pedestrian barriers to ensure safe passage of users within the highway network.

Redundant or obsolete safety barriers will be removed to reduce street clutter and long-term maintenance costs.

Policy: HSFP2

Oxfordshire County Council will carry out cyclical visual checks to make sure safety fences and barriers are in a safe condition, in accordance with Oxfordshire's Safety Fences and Barriers Procedure and the Highways Safety Inspection Policy.

Policy: HSFP3

Oxfordshire County Council will repair defects identified as a safety defect following any inspection or incident within the timescales indicated within the Safety Inspection Policy.

Joint inspections will take place with private landowners, Highways England, Network Rail and the Environment Agency, where there is an interface between the highway safety barrier and their asset where there is an identified risk of incursion.

Policy: HSFP5

Oxfordshire County Council will recover all costs incurred in repairing sections of accident damaged fencing or barrier, where practicable.

Service Aims

- Inspect all safety barriers at intervals set out within, the Safety Fences and Barriers Procedure and our Highway Safety Inspection Policy.
- Maintain Safety Barriers in a safe condition and in a manner appropriate to its use and location.
- Reduce the amount of unnecessary safety barriers on the network.
- Provide new safety barriers studs only where necessary on road safety grounds.

Reference & Supporting Documents

- Safety Fences and Barriers Procedure
- [Highway Safety Inspection Policy](#)
- Structures Policy
- [OCC Highways Asset Management Plan](#)
- [Managing accidental rail obstructions by road vehicles \(TAL 06/03\)](#)
- [Provision of Road Restraint Systems for Local Authorities](#)
- [The Road Restraints Risk Assessment Process \(RRRAP\)](#)
- [LTN 2/09 Pedestrian Guard Railing](#)

Annex 9

Traffic Signs Policy

1. Oxfordshire County Council, as the Highway Authority, is responsible for the provision of signing on the road network throughout Oxfordshire excluding motorways and trunk roads.
2. This policy covers directional, warning, tourism, illuminated, special event signage and traffic mirrors. It excludes: street name signs (which is the responsibility of District Councils) and bus shelters (normally the responsibility of the Town and Parish Councils)
3. To support users to move around the transport network safely, regulatory signs and lines are used to communicate and implement traffic regulation orders that may impose restrictions on speed, width, weight, height, movement (turning or access for specific modes of travel) or waiting and loading.
4. Tourism signing is used to guide visitors to a tourist destination along the most appropriate route during the latter stage of their journey, particularly where a destination may be difficult to find. This will only be provided from the nearest available 'A' or 'B' class road.
5. Temporary signage may be required for events or other short-term activity. Those advertising businesses or commercial activity will not be tolerated. Implementation of equipment or signage on the highway other than that approved is not permitted.

Policy: TSP1

Oxfordshire County Council will provide or ensure provision of adequate and appropriate signage to ensure safe passage to users of the highway network by giving clear direction and warning.

Policy: TSP2

Oxfordshire County Council will permit the implementation of tourism signage to provide supplementary directional information on a case by case basis, subject to the signage being fully funded by the requestor.

Policy: TSP3

Oxfordshire County Council will allow temporary event signage on the network, subject to prior written approval, except for local signage for small parish events which have no wider impact.

Policy: TSP4

Oxfordshire County Council will remove any unauthorised signs which pose an obstruction or safety risk to the highway user.

Policy: TSP5

Oxfordshire County Council will not permit, other than in exceptional circumstances, the erection of traffic mirrors on any part of the public highway.

Service Aims

- Oxfordshire County Council will take a risk-based approach to maintain and inspect existing signing on the network so that information remains clear, visible and legible, in accordance with our Highway Safety Inspection Policy
- Oxfordshire County Council will reduce the number of signs to reduce street clutter.

Reference & Supporting Documents

- [Highway Safety Inspection Policy](#)
- BS EN 12899-1:2007 - Fixed, vertical road traffic signs. Fixed signs
- [Traffic Signs Regulations and General Directions 2016](#)
- Road Traffic Regulation Act 1984
 - Section 64 General placement of traffic signs
 - Section 65 Powers and duties of highway authorities as to the placing of traffic signs
 - Section 68 Placing of signs in connection with the exercise of other powers
 - Section 85 Placing of speed limit signs

Annex 10

Highway Tree and Vegetation Policy

1. Oxfordshire County Council, as the Highway Authority, is responsible for maintaining trees and vegetation that are on the highway network, and ensure others do to ensure the safe passage of highway users is maintained across the road network throughout Oxfordshire excluding motorways and trunk roads.
2. This policy sets out the county council's strategy for the managing risk of harm to highway users, or damage to property, posed by trees under the council's control, or directly adjacent to the County Council's assets such as highways or properties.
3. The policy does not cover;
 - a. work requests for vegetation covered by Tree Preservation Orders, Conservation Areas or high hedge legislation which is administered by the District Councils.
 - b. trees under private ownership, which pose no risk to the highway user, or Oxfordshire County Council Property
4. As the Local Highway and Planning Authority, the county council is obliged to consider a whole range of public amenities provided by trees. However, we will not agree to felling or pruning of, any of its trees, unless the application meet the criteria detailed in the Trees and Vegetation Procedure.

Policy: TVP1

Oxfordshire County Council will improve tree and vegetation safety by identifying and prioritising high-risk locations, utilising a risk based approach.

Any dead, dying or dangerous trees on land that is under the county councils control will be removed.

Policy: TVP2

Oxfordshire County Council will undertake regular inspection of its trees. Information gathered from these inspections, national good practice, and localised information on risk will help determine appropriate frequency.

Policy: TVP3

Oxfordshire County Council will only permit new trees, and only certain species, as part of developments that are justified and required to enhance or protect the natural environment.

Policy: TVP4

Oxfordshire County Council will issue planting licenses to local stakeholders to enable vegetation to be planted on land that is deemed to form part of the public highway, as per our statutory obligations under the Highways Act.

Policy: TVP6

Oxfordshire County Council will issue enforcement notifications to private owners of Trees and vegetation that affects the safety and operation of the public highway.

Where an enforcement notice has been issued and not actioned, the County Council will undertake the works and seek to recover costs.

Service Aims

- Reduce the number of tree failures across the highway network
- Reduce the overall number of claims relating to vegetation.
- We will respond to and investigate all tree related queries and incidents on the highway network.
- Maintain the tree stock in a sound and safe condition.

Reference & Supporting Documents

- Trees & Vegetation Procedure
- Grass Cutting Procedure
- [Highway Safety Inspection Policy](#)
- BS 3998:2010 – Recommendations for tree work
- BS 5837:2012 - Trees in relation to design, demolition and construction.

Annex 11

OXFORDSHIRE COUNTY COUNCIL

**STATEMENT OF PRIORITIES FOR MAINTAINING THE DEFINITIVE MAP AND
STATEMENT OF PUBLIC RIGHTS OF WAY**

The Definitive Map and Statement (DMS) of Public Rights of Way for Oxfordshire is the legal record of public rights of way in the county. The Council is the Surveying Authority for such purposes. In accordance with the Wildlife and Countryside Act 1981 section 56, the DMS is conclusive evidence of the existence of a public right of way and its status, width, position and any limitations or conditions that affect it.

It has a relevant date of 1 February 2006.

In accordance with the Wildlife and Countryside Act 1981 section 53, Oxfordshire County Council has a duty as the Surveying Authority to keep the DMS under continuous review and to modify it by way of Orders as and when relevant events occur.

The Council's priorities in respect of its DMS are to: -

- Process applications for Definitive Map Modification Orders
- Update and maintain the DMS, including addressing anomalies and errors

This Statement of Priorities replaces the previous version dated October 2007.

Processing Definitive Map Modification Orders (DMMOs)

Any person with substantive evidence of an error or omission in the DMS may apply to the Council for an Order to modify it to add or delete a right of way, to upgrade or downgrade one that is already shown, or to amend the particulars contained in the Map or Statement. Most are claims to add rights to the DMS on the basis that they legally exist but are not recorded. The procedure to do this is set out in schedule 14 of the Wildlife and Countryside Act 1981.

The Council is required, as soon as reasonably practicable after receipt of applications, to investigate and determine whether or not to make the Order sought. If after 12 months no such determination has been made, the applicant may appeal to the Secretary of State who may then direct the Council to determine the application and may impose a timescale for doing so. Government Guidance in the form of Circular 1/09 states that the Secretary of State, when considering a response to a request for a direction to determine an application for an Order within a specified period, will take account of any Statement made by the Surveying Authority setting out its priorities for bringing and keeping the DMS up to date and the reasonableness of such priorities.

There are a large number of applications outstanding, each requiring significant research and investigation and are frequently contentious, further extending the period of the process. A single application might take between 6 and 18 months, and sometimes longer, to conclude depending on the different factors that might impact on it. There is also a steady stream of new applications being received, the rate of which is anticipated will increase in the light of the impending legislative reforms which will introduce an end date for the making of applications based on historic evidence.

Details of all Definitive Map applications are contained in a statutory register published on the Council's website, alongside a 'Pending DMMO Case List' detailing the applications currently being progressed, updated on a monthly basis, and where progress can be tracked. These can be viewed at www.oxfordshire.gov.uk/modificationsanddiversions

Rationale for Prioritising Applications for DMMOs

Oxfordshire County Council finds itself in a similar position to many Surveying Authorities across the country where the volume and complexity of applications makes it unsustainable to determine them all within the 12 months before any appeal can be triggered. Backlogs can then accrue, further exacerbated by the continuous flow of new applications. The waiting list for new applicants currently stands at more than 10 years.

The County Council recognises that delays of this kind do not reflect the level of service it expects to provide and has reviewed its resourcing and processes to ensure a renewed rigour is applied to the way in which it addresses its existing and future caseloads. A recent restructuring of the Council's duties and responsibilities has resulted in a further investment into this activity. This Statement is reflective of that review and further sets out an intention to address its caseload and introduce much greater flexibility and discretion where this can improve its overall service to customers.

There remains a need to be as equitable as possible in determining the basis on which the list of applications is addressed. At its core, this necessitates addressing applications in chronological order of receipt; this being the fairest means of prioritising where no application is more important than any other. However, in certain instances, it will be necessary to address some applications out of turn where the impact of deferral could have consequences. For this reason, the Council must retain an element of discretion. If it considers that action of this kind is warranted and there are exceptional circumstances, the Council will consider if the circumstances of that case merit it being taken 'out of turn'.

Similarly, the Council may target an application if this helps achieve a greater efficiency or reduce backlogs faster.

This means that, in some cases, an application already on the register may be taken out of sequence where circumstances dictate, or for the purposes of expediency.

The Council's plan for dealing with applications may also be disrupted should the Secretary of State determine, on appeal, to direct the Council to address cases out of turn and within specific deadlines.

Updating and Maintaining the Definitive Map and Statement

The processing of Definitive Map applications must be addressed in parallel with other duties necessary to keep the DMS as up to date as possible.

The present Definitive Map, produced in 2006, was the culmination of significant investment to produce a modern map utilising digital mapping software replacing previous paper-based versions. This has many benefits, including improved management processes and a more straightforward means of physically amending and updating it when any changes occur.

This has also had the considerable added benefit of allowing an online version of the Map to be made available to view on the Council's website.

Managing the integrity of the Map data entails: -

- Addressing any issues of the accuracy of the DMS by systematically investigating discrepancies such as: -
 - Errors in drafting
 - Discrepancies between the Map and Statement
 - Possible errors or omissions in the DMS (such as an unexplained change of status where a path crosses a parish boundary or where the route on the ground differs from that shown on the DMS).

Whilst these will be prioritised and researched as resources permit depending on their significance or impact, these are not matters that normally feature on Wildlife and Countryside Act 1981 s53b Registers of Applications. As such, any work undertaken will impact on the rate at which formal applications on the Register are addressed.

Undertaking an investigation on a particular 'anomaly' may have a degree of urgency where, for example, a sale of property is reliant on it. The DMS can usually only be amended by fully researching the case and making and advertising a DMMO. As such there is inevitable impact on priorities.

- Keeping the DMS up to date by making regular 'Legal Event' Modification Orders to modify it in respect of changes resulting from Public Path Orders, Agreements, etc.
- To periodically republish the DMS, currently dated 2006. The timing for such a major piece of work will be kept under review and carried out when appropriate and balanced against other workloads.

Prioritising Applications for Definitive Map Modification Orders

This approach is adopted with the agreement of the Oxfordshire Countryside Access Forum, a body representing a wide range of interest groups including user groups and landowning associations.

Whilst there are, essentially, two types of Definitive Map application (based either on historic documentary evidence or are, primarily, user-based) distinction could be made between the two in that user-based applications are more likely to be in contemporary use and may have been called into question by an action on the part of the owners of the land. The integrity of the user evidence may be at risk if there are inherent delays in dealing with them. Conversely, due to the potential introduction of a cut-off date, there is increasing pressure to record historic routes that have been 'lost' over time and remain unrecorded on the DMS. Frequently these can be routes that are (or would be) important links in the overall network.

On that basis, a priority system initially based on date of receipt is inherently simple and fair and does not discriminate between applicants.

The Council will, however, exercise discretion for purposes of expediency.

The prioritisation of applications is, therefore, as follows: -

1. As a principle, all applications will be investigated in date order of receipt.
2. The Council will exercise discretion to take cases out of the 'date order' sequence where, for example: -

- There is a development proposal or planning application that affects or threatens the claimed route.
 - An affected party can demonstrate that they are experiencing exceptional problems due to the impact of an application on their property, such as where this potentially affects its sale.
 - The evidence in support – or geographical location – of an application is shared with another and, therefore, it would be efficient to investigate them concurrently.
 - The path would help fulfil one of the Council's strategic aims, such as where routes have been identified in a Transport Strategy or Rights of Way Improvement Plan.
3. With the aim of reducing its caseloads and bringing down waiting times, the Council uses discretion to identify any application on its Register where there may be opportunity to, for example: -
- Address an application by some other means (such as a public path order or agreement).
 - Address an application where the extent of the evidence and / or the lack of opposition would involve minimal workload to conclude the matter.

Oxfordshire County Council
November 2018

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Division(s): N/A

CABINET MEMBER FOR ENVIRONMENT – 20 DECEMBER 2018

OXFORDSHIRE MINERALS AND WASTE ANNUAL MONITORING REPORT 2017 (CALENDAR YEAR), DECEMBER 2018

Report by Director for Planning & Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED**:
 - (a) to approve the Oxfordshire Minerals and Waste Annual Monitoring Report 2017 (Calendar Year) in the Annex to this report;
 - (b) to authorise the Director for Planning & Place to carry out any necessary final editing of the Minerals and Waste Annual Monitoring Report 2017 (Calendar Year) for publication on the County Council website.

Executive Summary

2. The County Council is required to prepare and publish minerals and waste local plan monitoring reports. This procedural and information requirement has been met by the production each year of a Minerals and Waste Annual Monitoring Report. The Annual Monitoring Report must report on implementation of the Minerals and Waste Development Scheme (the programme for preparation of the Minerals and Waste Local Plan) and on the extent to which local plan policies are being achieved. A draft Oxfordshire Minerals and Waste Annual Monitoring Report 2017 (Calendar Year) has been prepared, covering the year 1 January to 31 December 2017.
3. The draft Annual Monitoring Report 2017 reports on how work on preparation of the revised Minerals and Waste Local Plan: Core Strategy was progressed in relation to the programme in the Council's Minerals and Waste Development Scheme, February 2016. It also reports on: production of aggregate minerals; permissions granted for mineral working and landbanks of permitted reserves; production of secondary and recycled aggregates; amounts of waste produced and methods of management; permissions granted for waste management facilities and capacity of facilities. It cross refers to the Council's Local Aggregate Assessment and Waste Needs Assessment, which contain more detailed information and will sit alongside and complement the Annual Monitoring Report. In addition, it reports on work undertaken by the Council to meet the Duty to Cooperate.

Introduction

4. The Planning and Compulsory Purchase Act 2004 (as amended) requires the County Council to prepare and publish minerals and waste local plan (MWLP)

monitoring reports. This requirement has been met by the production each year of a Minerals and Waste Annual Monitoring Report (AMR).

5. The purpose of AMRs is to assess and report on implementation of the Council's local development scheme (the programme for preparation of the MWLP) and the extent to which local plan policies are being achieved. Minerals and Waste AMRs have been produced and published on the Council's website for each year from 2005 to 2016.

Annual Monitoring Report 2016

6. The AMR 2017 (Calendar Year) covers the 12 month period 1 January 2017 to 31 December 2017. Data from 2018 is also included where available. Earlier annual monitoring reports covered the period 1 April to 31 March but from 2016 they have been changed to cover the calendar year. This is because most minerals and waste data is collected on a calendar year basis and policies in the MWLP relate to calendar years and need to be monitored on that basis. A draft Oxfordshire Minerals and Waste AMR 2017 is attached as an Annex.

Implementation of the Local Development Scheme

7. The Oxfordshire Minerals and Waste (Local) Development Scheme (MWDS) came into effect in May 2005. The MWDS should be reviewed and revised when necessary to maintain an up to date programme for preparation of the MWLP. The most recent (eighth) revision – the MWDS December 2017 – was agreed by Cabinet in December 2017 and came into effect on 8 January 2018. However, over the period covered by this AMR the previous MWDS February 2016 applied.
8. As in the current MWDS, the MWDS February 2016 provided for a two-part MWLP to be prepared, covering the period to 2031, and comprising: Part 1 – Core Strategy; and Part 2 – Site Allocations. It included a timetable for preparation of the Core Strategy and stated that this will set out the vision, objectives, spatial strategy and core policies for the supply of minerals and management of waste in Oxfordshire, including strategic locations for minerals and waste developments and criteria based policies for the identification of specific sites and consideration of planning applications. The AMR 2017 reports on the progress that was made towards meeting the Core Strategy timetable.
9. Work during the period covered by this AMR was focused on taking the revised Core Strategy through proposed modifications, following the examination hearing held in September 2016 and the Interim Report issued by the Inspector in October 2016, and then on to adoption. The examination of the Core Strategy had been delayed by the need to prepare and consult on further topic papers in response to issues and questions raised by the Inspector. The Inspector's interim report and requirement for preparation of and consultation on further strategic environmental assessment/sustainability appraisal and proposed modifications increased delay to the Core Strategy, such that the timetable in the MWDS February 2016 for adoption of the Core Strategy in November 2016 was not met.

10. The Proposed Main Modifications were consulted on from 3 February 2017 to 20 March 2017, and all representations on these were considered by the Inspector. The final Inspector's Report was received on 15 June 2017. In this, the Inspector concluded that, with recommended main modifications, the Plan was legally compliant and a sound basis on which to plan for the provision of minerals and waste management in Oxfordshire until 2031. The Council adopted the Core Strategy on 12 September 2017.
11. The MWDS February 2016 also included a timetable for preparation of the Site Allocations Plan, which will identify sites for minerals and waste development for Oxfordshire, in accordance with the Core Strategy, and provide a detailed policy framework for development management decisions. The timetable was revised in the MWDS December 2017, as follows:
 - Commence preparation of plan – September 2017;
 - Consultation on site options – June / July 2018;
 - Consultation on draft plan – January / February 2019;
 - Publish proposed submission plan – September 2019;
 - Submit plan to Secretary of State – December 2019;
 - Independent examination hearings – March 2020;
 - Receive and publish Inspector's report – September 2020;
 - Adoption of Site Allocations Plan – November 2020.
12. Initial work on the Site Allocations Plan, on preparation of a site assessment methodology and sustainability appraisal scoping report, was commenced in September 2017. Consultation on site options was carried out between August and October 2018.
13. A Revised Oxfordshire Statement of Community Involvement (SCI) was adopted by the County Council in March 2015. This updated SCI is still current. There was no need to carry out a further review of it during the period of this AMR but following changes in legislation and national planning policy in 2018 consideration should be given to a review in 2019.

Monitoring Achievement of Policies

14. The Minerals and Waste Core Strategy includes a monitoring framework. This was first published as part of the Proposed Main Modifications to the Plan in February 2017 and, following adoption of the Core Strategy in September 2017, it forms the basis for monitoring the implementation and effectiveness of the policies in the plan. However, as the policies could not be given full weight until the Plan was adopted in September 2017, some indicators cannot be fully monitored for 2017. In addition, the Site Allocations Plan has yet to be produced and therefore policies that cross-relate to this document will not be able to be monitored until it has been adopted.
15. The MWDS lists 46 policies in the adopted Minerals and Waste Local Plan (1996) which are 'saved' until replaced by policies in the new MWLP. Now that the Core Strategy has been adopted, only 16 policies relating to specific areas remain saved pending the adoption of the Site Allocations Plan. These policies are generally not written in a way that enables their achievement to be reported on, but the AMR covers issues relating to their implementation.

16. The AMR 2017 reports on monitoring of the following:
 - a) Sales (production) of land-won aggregate minerals (soft sand, sharp sand and gravel, and crushed rock – limestone and ironstone);
 - b) The landbank of permitted reserves of aggregate minerals;
 - c) Permissions granted for aggregate mineral extraction and for secondary and recycled aggregates production;
 - d) Secondary and recycled aggregates production and production capacity;
 - e) Quantities of different wastes arising and methods of waste management;
 - f) Permissions granted for waste management facilities and capacities of different types of facility.
17. The AMR 2017 also reports on the work the County Council has been doing to comply with the 'Duty to Co-operate', as required by the Localism Act 2011, particularly in the preparation of the MWLP. The Council has undertaken engagement with adjoining and other local authorities and with statutory and other specified bodies. Minerals and waste planning strategic issues of common interest have been identified and, as far as possible, an appropriate co-operative approach agreed. In his Report, the Inspector concluded that the Duty to Cooperate had been met in relation to the preparation of the Core Strategy.

Conclusions

18. The main findings of the AMR 2017 are:
 - a) The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy (Core Strategy) was adopted on 12 September 2017. It provides a new framework against which to monitor the policies controlling minerals and waste management development.
 - b) Commencement of preparation of the Oxfordshire Minerals and Waste Local Plan: Part 2 – Site Allocations Plan was put back by the delay to the examination and adoption of the Core Strategy and is now scheduled to be adopted in 2020.
 - c) As the Core Strategy was adopted part way through 2017, the implementation of policies cannot be fully monitored as they could not be given full weight during the whole of the monitoring period.
 - d) The Site Allocations Plan has yet to be prepared and therefore policies that cross-relate to this document will not be able to be monitored until it has been adopted.
 - e) Sales of recycled and secondary aggregates in 2017 were 417,000 tonnes, which was 19% of total sales of aggregate produced in Oxfordshire. Total operational capacity for producing recycled and secondary aggregate in Oxfordshire in 2017 was surveyed as 812,000 tonnes a year but estimated to be 1,149,700 tonnes a year. Two permissions for recycled aggregate facilities, with a total additional capacity of 125,000 tonnes a year, were granted in 2017.

- f) Sales of sharp sand and gravel in 2017 were 702,809 tonnes, up from 651,418 tonnes in 2016. The 10 year sales average is 576,000 tonnes a year, and the three year sales average is 707,000 tonnes a year.
- g) Sales of soft sand in 2017 were 251,298 tonnes, up from 227,329 tonnes in 2016. The 10 year sales average is 192,000 tonnes a year, and the three year sales average is 237,000 tonnes a year.
- h) Sales of crushed rock in 2017 were 866,849 tonnes, up from 715,407 tonnes in 2016. The 10 year average is 580,000 tonnes a year, and the three year average is 832,000 tonnes a year.
- i) Reserves of sharp sand and gravel at the end of 2017 were 10.805 million tonnes; reserves of soft sand were 3.105 million tonnes; and reserves of crushed rock totalled 9.318 million tonnes.
- j) The landbank for sharp sand and gravel at the end of 2017 was 10.6 years at the LAA requirement rate of 1.015 million tonnes per annum (mtpa). The landbank for soft sand was 16.4 years at the LAA requirement rate of 0.189 mtpa. The landbank for crushed rock was 16.0 years at the LAA requirement rate of 0.584 mtpa. These are all above the minimum requirements in the NPPF (7 years for sand and gravel, and 10 years for crushed rock).
- k) Estimated production capacity for sharp sand and gravel in 2017 totalled 1,244,000 tonnes a year, distributed 58% in 'northern' Oxfordshire (Cherwell and West Oxfordshire Districts) and 42% in 'southern' Oxfordshire (South Oxfordshire and Vale of White Horse Districts).
- l) Two permissions for aggregate mineral working were granted in 2017. These were for the working of soft sand (2,015,000 tonnes) and crushed rock (600,000 tonnes).
- m) No district matter planning applications were permitted or sites allocated in district plans for other types of development in 2017 to which the County Council had objected on the grounds of mineral safeguarding policy.
- n) Five mineral restoration schemes were approved in 2017, all of which will produce a net gain in biodiversity.
- o) Total waste originating in Oxfordshire in 2017 from the principal waste streams was approximately 2.24 million tonnes, of which: 0.315 million tonnes was Municipal Solid Waste (MSW); an estimated 0.533 million tonnes was Commercial and Industrial Waste (C&I); and an estimated 1.393 million tonnes was Construction, Demolition and Excavation (CDE) waste.
- p) Of the 0.315 million tonnes of MSW: 31% was recycled; 27% was composted or food waste treated by anaerobic digestion; 38% went to residual waste treatment; and 4% went to landfill. Total municipal waste diverted from landfill in Oxfordshire has risen from 59% in 2012/13 to 96% in 2017.

- q) Of the 0.533 million tonnes of C&I waste estimated to originate in Oxfordshire: an estimated 24% was recycled; 9% was composted; 15% was treated by other means; and 24% was landfilled. Total landfill diversion was 76%.
- r) Of the 1.393 million tonnes of CDE waste estimated to originate in Oxfordshire: an estimated 42% was recycled; 9% was recovered; and 49% was sent to landfill. Total landfill diversion was 56%.
- s) Landfill diversion targets are generally being met for MSW and C&I waste, but not for CDE waste. This will need to be monitored in future reports.
- t) Total remaining non-hazardous landfill capacity at the end of 2017 was 4.771 million cubic metres; and remaining inert landfill capacity was 6.933 million cubic metres; being enough to last until beyond the current plan period based on 2017 inputs.
- u) Two permissions for additional waste recycling and treatment capacity in Oxfordshire, totalling 125,000 tonnes a year, were granted in 2017, both for inert waste recycling. One permission was granted for inert landfill (quarry restoration), totalling 950,000 cubic metres capacity.
- v) Total capacity for managing the principal waste streams (MSW, C&I and CDE waste) in 2017 was adequate for Oxfordshire to be net self-sufficient in the management of these waste streams.
- w) No safeguarded waste facilities were prevented or prejudiced from operating due to non-waste development being permitted in 2017.

Financial and Staff Implications

- 19. The MWLP is included within the work priorities of the Communities Directorate and is in part being progressed within the existing mainstream budget for the Council's minerals and waste policy function. The budget has been increased by £50,000 this year to fund the abnormal costs of plan preparation (including the commissioning of specialist technical evidence studies). Further increases will be required in 2019/20 and 2020/21, in particular to provide the funding required to take the plan through examination and to adoption. The AMR forms part of this work-stream and it does not raise any additional financial or staff implications.

Legal Implications

- 20. Under the Planning and Compulsory Purchase Act 2004 (as amended), the County Council is required to prepare and publish minerals and waste local plan monitoring reports. This requirement is met by the production each year of a Minerals and Waste AMR.

Risk Management

21. AMRs are required to be prepared alongside and in support of the MWLP. Publishing the AMR 2017 will enable the adopted Minerals and Waste Core Strategy to be monitored and indicate when consideration needs to be given to review of the plan; and will assist preparation of the Site Allocations Plan.

SUSAN HALLIWELL

Director for Planning & Place

Background papers:

- i. Draft Oxfordshire Local Aggregate Assessment 2018, November 2018
- ii. Quarry Sales and Reserves Oxfordshire 2017
- iii. Oxfordshire Waste Needs Assessment, August 2015
- iv. Supplement to Waste Needs Assessment (August 2015), April 2016

All background papers are kept in the Minerals and Waste Policy Team at County Hall, Oxford

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December 2018

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Oxfordshire Minerals and Waste Local Plan

Draft Oxfordshire Minerals & Waste Annual Monitoring Report 2017 (1st January 2017 – 31 December 2017)

December 2018

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Table of Contents

Section	Page Number
1. Executive Summary	
2. Introduction	
3. Monitoring of Policies – Minerals	
Policy M1 – Recycled and Secondary Aggregate	
Policy M2 – Provision for Working Aggregate Minerals	
Policy M3 – Principal Locations for Working Aggregate Minerals	
Policy M4 – Sites for Working Aggregate Minerals	
Policy M5 – Working of Aggregate Minerals	
Policy M6 – Aggregate Rail Depots	
Policy M7 – Non-Aggregate Mineral Working	
Policy M8 – Safeguarding Mineral Resources	
Policy M9 – Safeguarding Mineral Infrastructure	
Policy M10 – Restoration of Mineral Workings	
4. Monitoring of Policies – Waste	
Policy W1 – Oxfordshire Waste to be Managed	
Policy W2 – Oxfordshire Waste Management Targets	
Policy W3 – Provision for waste management capacity and facilities required	
Policy W4 – Locations for Facilities to Manage the Principal Waste Streams	
Policy W5 – Siting of Waste Management Facilities	
Policy W6 – Landfill and other Permanent Deposit of Waste to Land	
Policy W7 – Management and Disposal of Hazardous Waste	
Policy W8 – Management of Agricultural Waste	
Policy W9 – Management and Disposal of Radioactive Waste	
Policy W10 – Management and Disposal of Waste Water and Sewage Sludge	
Policy W11 – Safeguarding Waste Management Facilities	
5. Monitoring of Policies – Core Policies	
Appendices	
Appendix 1 – The Oxfordshire Minerals and Waste Local Plan – How the Separate Documents Fit Together	
Appendix 2 – Schedule and Programme of the Proposed Local (Minerals and Waste) Development Documents	
Appendix 3 – Active Mineral Working Sites in Oxfordshire	
Appendix 4 – Permitted Waste Management Facilities in Oxfordshire	
Appendix 5 – Capacity of Waste Management Facilities in Oxfordshire	
Appendix 6 – Oxfordshire CDE Waste Estimate 2016	
Glossary	

Tables	
Table 1 – Main Stages Towards Adoption of the Minerals and Waste Local Plan and Progress to Date.	
Table 2 – Recycled and Secondary Aggregate Permissions 2016 (Additional Capacity).	
Table 3 – Capacity of MPA Recycling/Secondary Material Sites at End of 2016.	
Table 4 – Sales of Secondary and Recycled Aggregate in Oxfordshire 2008 – 2016.	
Table 5 – Planning Permissions Granted for New Aggregate Extraction in 2015.	
Table 6 – Planning Permissions Granted for New Aggregate Extraction in 2016.	
Table 7 – Planning Applications for New Aggregate Extraction Submitted but Not Yet Determined at Year End 31.12.2016.	
Table 8 – Permitted Reserves at Oxfordshire Quarries at End 2016 (With 2015 for Comparison).	
Table 9 – Oxfordshire Landbank at End of 2016.	
Table 10 – Annual Sales of Sharp Sand and Gravel, Soft Sand, and Crushed Rock Extracted in Oxfordshire.	
Table 11 – Oxfordshire Sharp Sand and gravel Production Capacity.	
Table 12 – Permissions Granted for Sharp Sand and Gravel – Spatial Distribution.	
Table 13 – District Applications to Which Oxfordshire County Council Objected or Made No Objection Subject to Conditions on Minerals and Waste Safeguarding Issues in 2016.	
Table 14 – Restoration Schemes Approved in 2106.	
Table 15 – Core Strategy Policy W1: Forecasts of Waste Management Capacity Needs to be Provided 2016 – 2031 (Million Tonnes per Annum).	
Table 16 – Waste Management Estimates for the Principal Waste Streams in Oxfordshire, 2016.	
Table 17 – Summary of Operational Waste Management Capacity, 2016.	
Table 18 – Availability of Waste Management Capacity Against Target Requirements.	
Table 19 – Planning Permissions for Waste Management Facilities (Additional Capacity) Granted in 2016.	
Table 20 – Applications for Waste Management Facilities (Additional Capacity) Not Yet Determined at year End 31.12.2016	
Table 21 – Table from Core Strategy Policy W2 – Oxfordshire Waste Management Targets 2016 – 2031.	
Table 22 – Municipal Solid Waste by Management Method in 2016.	
Table 23 – Municipal Solid Waste by Management Method in	

2016 – Percentage Against Targets.	
Table 24 – Commercial and Industrial Waste by Management Method – Percentage Against Targets.	
Table 25 – Commercial and Industrial Waste by Management Method – Percentage Against Targets.	
Table 26 – Construction, Demolition and Excavation Waste by Management Method – 2016.	
Table 27 – Construction, Demolition and Excavation waste by Management Method – Percentage Against Targets.	
Table 28 – Availability of Waste Management Capacity against Requirements.	
Table 29 – Planning Permissions for Reuse, Recycling, Composting/Food Waste Treatment and Residual Waste Treatment (Additional Capacity) Granted in 2016.	
Table 30 – Location of Facilities for Principal Waste Streams (Additional Capacity) Granted 2016 and Compliance with Policy W4.	
Table 31 – Location of Waste Management Facilities for (Additional Area) Granted 2016 and Compliance with Policy W5.	
Table 32 – Category 8: Hazardous/Radioactive Waste Management Capacity.	
Table 33 – Permissions Granted for Management of Radioactive Waste 2016.	
Table 34 – Assessment of Performance Against Core Policies.	
Figures	
Figure 1 – Municipal Solid Waste by Management Method for 2016.	
Figure 2 – Landfill Diversion 2012 – 2016	
Figure 3 – Commercial and Industrial Waste by Management Method.	
Figure 4 – Construction, Demolition and Excavation Waste by Management Method.	

1.0 Executive Summary

- The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy (Core Strategy) was adopted on 12 September 2017. It provides a new framework against which to monitor the policies controlling mineral development and waste management.
- The Oxfordshire Minerals and Waste Local Plan: Part 2 – Site Allocations (Site Allocations Plan) is currently scheduled to be adopted in 2019 but this will be put back due to delays in adopting the Core Strategy and a new minerals and waste development scheme is to be prepared.
- This monitoring report covers the 2017 calendar year (01 January – 31 December).
- As the Core Strategy was not adopted until September 2017, the implementation of policies cannot be fully monitored as they could not be given full weight during much of the monitoring period.
- The Site Allocations Plan has yet to be prepared and therefore policies that cross-relate to this plan will not be able to be monitored until it has been adopted.
- Sales of recycled and secondary aggregates in 2017 were 416,800 tonnes, which was 19% of total sales of aggregate produced in Oxfordshire. Total operational capacity for producing recycled and secondary aggregate in Oxfordshire in 2017 was recorded as 812,000 tonnes a year but estimated to be 1,149,700 tonnes a year. Two permissions for recycled aggregate facilities, with a total capacity of 125,000tpa, were granted in 2017.
- Sales of sharp sand and gravel in 2017 were 702,809 tonnes, up from 651,418 tonnes in 2016. The 10 year sales average (2008 – 2017) is 576,000 tonnes a year, and the three year sales average (2015 – 2017) is 707,000 tonnes a year.
- Sales of soft sand in 2017 were 251,298 tonnes, compared to 227,329 tonnes in 2016. The 10 year sales average is 192,000 tonnes a year, and the three year sales average is 237,000 tonnes a year.
- Sales of crushed rock in 2017 were 866,849 tonnes, up from 715,407 tonnes in 2016. The 10 year average is 580,000 tonnes a year, and the three year average is 832,000 tonnes a year.
- Permitted reserves of sharp sand and gravel at the end of 2017 were 10.805 million tonnes, reserves of soft sand were 3.015 million tonnes and reserves of crushed rock totalled 9.318 million tonnes.
- The landbank for sharp sand and gravel at the end of 2017 was 10.6 years at the LAA requirement rate of 1.015 million tonnes per annum (mtpa). The

landbank for soft sand was 16.4 years at the LAA requirement rate of 0.189 mtpa, and the landbank for crushed rock was 16.0 years at the LAA requirement rate of 0.584 mtpa. These are all above the minimum requirements in the NPPF (7 years for sand and gravel, and 10 years for crushed rock).

- Production capacity for sharp sand and gravel in 2017 totalled 1,244,000 tonnes, distributed 58% in 'northern' Oxfordshire (Cherwell and West Oxfordshire Districts) and 42% in 'southern' Oxfordshire (South Oxfordshire and Vale of White Horse Districts).
- Two permissions for aggregate mineral working were granted in 2017, for the working of soft sand (2,015,000 tonnes) and crushed rock (600,00 tonnes).
- No district matter planning applications were permitted or sites allocated in district local plans for other types of development in 2017 to which the County Council had objected on the basis of mineral safeguarding policy.
- Five mineral restoration schemes were approved in 2017, all of which will produce a net gain in biodiversity.
- Total waste originating in Oxfordshire in 2017 from the principal waste streams was approximately 2.24 million tonnes, of which: 0.315 million tonnes was Municipal Solid Waste (MSW); an estimated 0.533 million tonnes was Commercial and Industrial (C&I) Waste; and an estimated 1.393 million tonnes was Construction, Demolition and Excavation (CDE) waste.
- Of the 0.313 million tonnes of MSW: 31% was recycled; 27% was composted or treated food waste; 38% went to residual waste treatment; and 4% went to landfill. Total municipal waste diverted from landfill in Oxfordshire has risen from 59% in 2012/13 to 96% in 2017.
- Of the 0.533 million tonnes of C&I waste estimated to originate in Oxfordshire: an estimated 24% was recycled; 9% was composted; 15% was treated by other means; and 24% was landfilled. Total diversion from landfill was 76%.
- Of the 1.393 million tonnes of CDE waste estimated to originate in Oxfordshire: an estimated 42% was recycled; 9% was recovered; and 49% was sent to landfill. Total diversion from landfill was 56%.
- Landfill diversion targets are generally being met by MSW and C&I waste, but not for CDE waste. This will need to be monitored in future reports.
- Total remaining non-hazardous landfill capacity at the end of 2017 was 4.771 million cubic metres and remaining inert landfill capacity was 6.933 million cubic metres; being enough to last until beyond the current plan period based on 2017 inputs.

- Two permissions for additional waste recycling and treatment capacity in Oxfordshire, totalling 125,000 tonnes a year, were granted in 2017, both for inert waste recycling. One permission was granted for inert landfill (quarry restoration), totalling 950,000 cubic metres capacity.
- Total capacity for managing the principal waste streams (MSW, C&I and CDE waste) in 2017 was adequate for Oxfordshire to be net self-sufficient in the management of these waste streams.
- No safeguarded waste facilities were prevented or prejudiced from operating due to non-waste development being permitted in 2017.

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2.0 Introduction

Purpose of AMR

- 2.1 Oxfordshire County Council has prepared the new Minerals and Waste Local Plan: Part 1 – Core Strategy (Core Strategy), which was adopted on 12 September 2017. Under section 35 of the Planning and Compulsory Purchase Act 2004 (as amended by The Localism Act 2011) the County Council is required to monitor the progress of the plan and the implementation of policy. In addition, the EU Waste Framework Directive, 2008 (2008/98/EC) (transposed through the Waste (England and Wales) Regulations 2011) requires waste planning authorities to report on details of existing, newly granted and recently closed waste facilities.
- 2.2 This Annual Monitoring Report (AMR)¹:
- covers the period 1 January 2017 to 31 December 2017;
 - details the progress on preparation of the new Oxfordshire Minerals and Waste Local Plan;
 - As far as possible, reports on the implementation of policies in the Core Strategy.
- 2.3 A monitoring framework was put forward as part of the Main Modifications to the Core Strategy published in February 2017 and has been confirmed in the adopted Core Strategy. This is used as a basis for the AMRs.

Reporting Period: Calendar Years

- 2.4 Earlier AMRs covered the period 1 April to 31 March but from 2016 they have been changed to cover the calendar year (1 January to 31 December). This is because most minerals and waste data is collected on a calendar year basis and policies in the Minerals and Waste Local Plan relate to calendar years and need to be monitored on that basis.

Monitoring of Core Strategy

Policies

- 2.5 The Core Strategy was adopted in September 2017 following examination of the Plan by an independent Inspector. In his report, the Inspector recommended main modifications to the plan, largely as proposed by the council, and found that, with these modifications, the Core Strategy satisfied legal requirements and met the criteria for soundness. The Inspector confirmed that the duty to co-operate had been met in the preparation of the Core Strategy and that the plan now met all legal requirements, including for sustainability appraisal. This AMR, for the year 2017, monitors minerals and waste development against the policies in the Core Strategy as far as is

¹ AMR's 2014 to 2016 are available on Oxfordshire County Council's website (<https://www.oxfordshire.gov.uk/cms/content/new-minerals-and-waste-local-plan>) and AMRs 2005 to 2013 are available on request from the Minerals & Waste Planning Policy Team.

possible, given that it was not adopted until September 2017 could not be for much of the year

Progress against Local Development Scheme

- 2.6 The Minerals and Waste Development Scheme (MWDS) is a statutory document² setting out the planning policy documents (local development documents) that will make up the Oxfordshire Minerals and Waste Local Plan and the programme for the preparation of the plan. The first Oxfordshire MWDS came into effect in May 2005 and it has since been reviewed and revised as necessary to maintain an up to date programme for the preparation of the plan. The Oxfordshire MWDS has been revised several times. The most recent (eighth) revision – the MWDS December 2017 – came into effect in January 2018. However, over the period covered by this AMR the previous MWDS February 2016 applied.
- 2.7 As in the current MWDS December 2017, the MWDS February 2016 provided for a two-part Minerals and Waste Local Plan to be prepared, covering the period to 2031, and comprising: Part 1 – Core Strategy; and Part 2 – Site Allocations; and included programmes for the preparation of both parts (see Appendices 1 and 2).
- 2.8 The MWDS states that the Core Strategy sets out the vision, objectives, spatial strategy and core policies for the supply of minerals and management of waste in Oxfordshire over the period to 2031; including minerals, waste and common core policies and spatial strategies for minerals and waste, with the identification of strategic locations for minerals and waste developments supported by criteria based policies for the identification of specific sites and the consideration of planning applications. It also states that the Site Allocations Plan will identify sites for minerals and waste management development for Oxfordshire, in accordance with the Core Strategy, and provide a detailed policy framework for development management decisions.

Programme for the Minerals and Waste Core Strategy

- 2.9 In the MWDS February 2016, the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy was programmed to be adopted by November 2016. Table 1a sets out the main stages towards the adoption of the Core Strategy, as in that timetable, and the progress that was made against the target dates. The MWDS February 2016 also included a programme for preparation of the Site Allocations Plan (see below).

Table 1a: Main stages towards adoption of the Minerals and Waste Core Strategy and progress to date

Part 1: Core Strategy		
Milestones	Target (MWDS – February 2016)	Progress
Initial issues & options	June 2006	Done

² As required under the Planning and Compulsory Purchase Act 2004 (as amended)

consultation		
Initial preferred options consultation	February 2007	Done
Further engagement & consultation on issues and options and preferred options	February 2010 – Jan 2011	Done
Consultation on draft (preferred) minerals & waste strategies	September – October 2011	Done
Publication and consultation on revised draft Core Strategy	February – March 2014	Done
Proposed submission document published for representations	August 2015	Done
Submit Core Strategy for examination	December 2015	Done
Examination Hearings	May 2016	Held September 2016
Publish Inspector's report	August 2016	Interim report received October 2016; Final report received June 2017
Adopt Core Strategy	November 2016	Core Strategy adopted on 12 September 2017

Progress on the Minerals and Waste Core Strategy

- 2.10 Work during the period covered by this AMR was focused on taking the Core Strategy through proposed modifications, following the examination hearing held in September 2016 and the Interim Report issued by the Inspector in October 2016, and then on to adoption. The examination of the Core Strategy had been delayed by the need to prepare and consult on further topic papers in response to issues and questions raised by the Inspector. The Inspector's interim report and requirement for preparation of and consultation on further strategic environmental assessment/sustainability appraisal and proposed modifications increased delay to the Core Strategy, such that the timetable in the MWDS February 2016 for adoption of the Core Strategy in November 2016 was not met.
- 2.11 The Inspector issued an Interim Report on 12th October 2016, in which he provided his conclusions on the amount of provision that needs to be made for mineral working and waste management over the plan period to 2031. The Interim Report also concluded that further strategic environmental assessment / sustainability appraisal (SEA/SA) should be carried out, in conjunction with the preparation of Proposed Main Modifications to the Core Strategy. The Council, accordingly, prepared Proposed Main Modifications to the Core Strategy and a comprehensive new SEA/SA report update. These were approved for by the Council's Cabinet on 24 January 2017 and were published for consultation on 3 February 2017. The consultation period ran to 20 March 2017. All the representations received on were passed to the Inspector for his consideration.

- 2.12 The final Inspector's Report was received on 15 June 2017. In this, the Inspector concluded that, with recommended main modifications, the Plan was legally compliant and a sound basis on which to plan for the provision of minerals and waste management in Oxfordshire until 2031. The Core Strategy was subsequently adopted by Oxfordshire County Council at the Full Council meeting on 12 September 2017.

Programme for the Minerals and Waste Site Allocations Plan

- 2.13 The MWDS (February 2016) included a programme for the Site Allocations Plan to be commenced in 2016 and adopted by April 2019. Due to the examination of the Core Strategy taking longer than envisaged in the MWDS, preparation of the Site Allocations Plan could not be commenced in 2016. Commencement had to be put back by over a year, to September 2017, following adoption of the Core Strategy. This was reflected in the revised MWDS December 2017. The following table sets out the main stages towards the adoption of the Site Allocations Plan, as in the revised timetable, and the progress that has been made against the target dates. The Site Allocations Plan and is now programmed to be adopted in November 2020.

Table 1b: Main stages towards adoption of the Minerals and Waste Site Allocations Plan and progress to date

Part 2: Site Allocations Plan		
Milestones	Target (MWDS – December 2017)	Progress
Commence preparation	September 2017	Commenced September 2017
Consultation on site options	June – July 2018	Consultation took place August – October 2018
Consultation on draft plan	January – February 2019	–
Publish plan for representations to be made	September – November 2019	–
Submit plan for examination	December 2019	–
Examination hearings	March 2020	–
Receive and publish Inspector's report	September 2020	–
Adopt Site Allocations Plan	November 2020	–

Progress on the Minerals and Waste Site Allocations Plan

- 2.14 Initial work on the Site Allocations Plan, on preparation of a site assessment methodology and sustainability appraisal scoping report, was commenced in September 2017. Consultation on site options was carried out between August and October 2018, two to three months later than programmed. This slippage in

the programme will need to be addressed to ensure that the target for adoption of the Plan before the end of 2020 is not affected.

Statement of Community Involvement

- 2.15 The first Oxfordshire Statement of Community Involvement (SCI) was adopted in November 2006. Having regard to changes in national procedures and policy on plan making and in the County Council's consultation policies and procedures, a Revised Oxfordshire Statement of Community Involvement was adopted by the County Council in March 2015. This updated SCI is still current. There was no need to carry out a further review of it during the period covered by this AMR.
- 2.16 There have been some further changes to national procedures and policy in 2018 that affect SCIs. In particular: there is now a requirement for SCIs to set out the planning authority's policies for giving advice or assistance on neighbourhood planning; and also for SCIs to be reviewed every five years. consideration should therefore be given to a further review of the SCI in 2019.

Revision of Minerals and Waste Development Scheme

- 2.17 In view of the need to address slippage in the timetable for preparation of the Site Allocations Plan and the need to consider carrying out a further review of the SCI in 2019, a further revision of the MWDS should be undertaken early in 2019.

Duty to Cooperate

Statutory Requirement

- 2.19 Local planning authorities are required³ to provide details in their annual monitoring reports of the steps taken to comply with the 'Duty to Cooperate'. This duty is set out in Section 110 of the Localism Act 2011 and requires county councils, local planning authorities and other bodies (as prescribed⁴), to cooperate on planning issues that cross administrative boundaries, particularly those which relate to strategic priorities. Minerals and waste are both considered to be strategic planning issues.
- 2.20 The County Council has sought to ensure that minerals and waste planning issues on which it has a common interest with adjoining and other authorities are identified and an appropriate approach agreed where possible.

Preparation of the Oxfordshire Minerals and Waste Local Plan

- 2.21 Engagement with other authorities and bodies under the duty to co-operate was undertaken as an integral part of preparation of the Core Strategy and continued through its examination, including through the period covered by this AMR. A statement on compliance with the duty to cooperate, including details of the engagement undertaken and the outcomes, was produced (December

³ Regulation 34, Town and Country Planning (Local Planning) (England) Regulations 2012

⁴ Regulation 4, Town and Country Planning (Local Planning) (England) Regulations 2012

2015) in support of the submitted Minerals and Waste Local Plan: Part 1 – Core Strategy and formed part of the evidence base for the examination of the plan. The statement detailed specific engagement with Local Authorities and other prescribed bodies, including the Environment Agency, English Heritage, Natural England and the Highways Agency. The Inspector stated in his Interim and Final Report that the Duty to Cooperate had been met in relation to the preparation of the Core Strategy.

Continuing Engagement

- 2.22 The NPPF (paragraph 181) makes clear that “cooperation should be a continuous process of engagement from initial thinking through to implementation” of a plan.

Waste Planning

- 2.23 To assist in meeting the requirement for on-going collaboration on waste planning, Oxfordshire County Council is actively engaged in the sub-national working group, the South East Waste Planning Advisory Group (SEWPAG). This group includes the twenty-one Waste Planning Authorities in the South East of England and the Environment Agency.
- 2.24 The NPPF suggests a memorandum of understanding can be a way of demonstrating effective cooperation on planning for issues with cross-boundary impacts (para 181). SEWPAG has drawn up a memorandum of understanding, the purpose of which is to underpin effective cooperation and collaboration between the Waste Planning Authorities of the South East of England in addressing strategic cross-boundary issues that relate to planning for waste management. SEWPAG also provides a mechanism for the South East Waste Planning Authorities collectively to engage with authorities outside the South East, particularly in London. Oxfordshire County Council is a signatory to the memorandum of understanding and is an active member of SEWPAG and a regular attendee at meetings, which are usually held quarterly.
- 2.25 Oxfordshire County Council is also a member of the Nuclear Legacy Advisory Forum (NuLeAF), which is a special interest group of the Local Government Association. This is a voluntary, subscription-based grouping of waste planning authorities with a common interest in the management of radioactive waste, particularly (but not exclusively) nuclear legacy waste. The County Council’s membership of NuLeAF has enabled regular engagement and discussion with other local authorities that may have interests in, or be affected by, the management of nuclear waste arising at Culham and Harwell, including Northamptonshire, Dorset and Cumbria County Councils.

Minerals Planning

- 2.26 To assist in meeting the requirement for on-going collaboration on minerals planning, Oxfordshire County Council is a member of the South East England Aggregates Working Party (SEEAWP). SEEAWP is a technical group on planning for aggregates supply and it reports to the Department for Communities and Local Government (DCLG) and provides advice both to its

constituent Mineral Planning Authorities and to the National Aggregate Co-ordinating Group.

- 2.27 SEEAWP comprises the 21 Mineral Planning Authorities in the South East of England and representatives of the minerals industry (Minerals Products Association and British Aggregates Association) and Central Government (DCLG). It also includes representatives from the Port of London Authority, The Crown Estate, the East of England Aggregates Working Party and the London Aggregates Working Party. Oxfordshire County Council is an active member of SEEAWP and a regular attendee at meetings, which are usually held three times a year.

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3.0 Monitoring of Policy Implementation – Minerals

Policy M1: Recycled and secondary aggregates

Target(s)

- To maintain capacity for recycled and secondary aggregate at least 0.926 million tonnes per year.
- Sites allocated/permission granted in accordance with policies W4, W5 and C1-C12.

Indicator(s)

- a) Permissions granted for recycled and secondary aggregates.

Table 2: Recycled and Secondary Aggregate Permissions 2017 (Additional Capacity)

Application Number	Valid Date	Site Address	Applicant	Decision Date	Description	Materials	Waste capacity/ extraction amount
MW.0002/17	14.12.16	New Wintles Farm OX29 4EG	David Enig Contracting Ltd	08.03.17	Section 73 application to vary condition 10 of planning permission 16/02667/CM to allow for the throughput of material to be increased from 120,000 tonnes per annum to 170,000 tonnes per annum	(CDE waste recycling)	170,000 tpa (50,000 additional capacity)
MW.0048/17	06.06.16	Stonepitt Barn Frilford OX15 5HB	S Belcher	21.12.17	Planning permission for change of use to crush concrete on the site in connection with the permitted use of the site for horticultural topsoil recycling under planning permission ref. P13/V0724/FUL and the erection of a six-metre high acoustic barrier.	CDE (soil and aggregate) recycling facility.	75,000 tpa
TOTAL (Recycled and Secondary Aggregate)							125,000 tpa

Source: OCC Planning Applications

b) Capacity of recycled and secondary aggregate supply facilities.

Table 3: Capacity of MPA Recycling / Secondary Material Sites at end of 2017⁵

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Recycled Aggregate Production Facilities with Permanent consent or Time-Limited consent to end of Plan Period (2031)			
Grove Industrial Park	Aasvogel	Permanent	40,000
Rear of CEMEX batching plant, Hardwick	Fergal Contracting	Permanent	20,000 ⁶
Drayton Depot	Oxfordshire CC Highways (road planings)	Permanent	75,000
Ferris Hill Farm, Hook Norton	Matthews / Banbury Skips	Permanent	1,000 ⁷
Hundridge Farm, Ipsden, Wallingford	G D Parker / Onsyany Skips	Permanent	5,000
Lakeside, Standlake (Micks Skips)	Micks Skips	Permanent	2,000
Newlands Farm, Milton Road, Bloxham	Smiths of Bloxham	Permanent	32,000
New Wintles Farm, Eynsham	Einig (formerly McKenna)	Permanent	170,000
Playhatch Quarry, Playhatch	Grabloader	Permanent	70,000 ⁸
Rumbold's Pit, Ewelme	Hazell & Jeffries	Permanent	20,000
Sandfields Farm, Over Norton	K J Millard	Permanent	9,600
Shipton Hill, Fulbrook	Hickman Brothers	Permanent	12,600
Thames Water Depot, Kidlington	Clancy Docwra	Permanent	20,000
Worton Farm, Cassington	M&M Skip Hire (also recorded as Einig)	Permanent	48,000
Gill Mill Quarry, Ducklington	Smiths of Bletchington	2040	150,000
Ewelme No.2 Landfill	Grundon	2031	12,000
Total Operational Production Capacity at Recycled Aggregate Production Facilities available throughout the Plan period			672,200
Operational Recycled Aggregate Facilities with Time-Limited consent ending before end of Plan Period (2031)			
Dix Pit Complex	Sheehan	2029	95,000
Upwood Quarry, Besselsleigh	Hills Quarry Products	2029	15,000
Shipton on Cherwell	Earthline	2025	75,000 ⁹

⁵ Source: OCC evidence for matter 2 in the examination of the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy, as updated 2018.

⁶ Updated estimate, November 2017

⁷ Updated estimate, November 2017

⁸ Based on updated estimate, 2016 and planning permission limit

⁹ Updated estimate, November 2017

Quarry			
Prospect Farm, Chilton	Raymond Brown	2022	75,000
Shellingford Quarry	Earthline	2021	75,000
Enstone Airfield	Markham Farms/ Einig	2021	20,000
Total Operational Recycled Aggregate Capacity at Time-Limited Facilities			355,000
Total Operational Recycled Aggregate Production Capacity			1,027,2000

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Secondary Aggregate Facilities with Permanent consent or Time-Limited consent to end of Plan Period (2031)			
Ardley ERF (IBAA facility)	Raymond Brown (IBAA)	2049	60,000
Operational Secondary Aggregate Facilities with Time-Limited consent ending before end of Plan Period (2031)			
Sutton Courtenay	Hanson (reject building blocks & concrete used in block making)	2030	62,500
Total Operational Secondary Aggregate Capacity at Time-Limited Facilities			62,500
Total Operational Secondary Aggregate Capacity			122,500

Overall Total Operational Capacity at 'Permanent' Facilities	732,2000
Overall Total Operational Capacity at Time-Limited Facilities	417,500
Overall Total Operational Capacity	1,149,700

Non-Operational Facilities

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Appleford Sidings	Hanson (rail ballast recycling)	Permanent	100,000
Blackstone Farm, Blackthorn	N Mauger	Permanent	15,000
Lakeside Park, Standlake (ETHOS)	Ethos Recycling	Permanent	25,000
Burford Quarry (Pavestone Factory)	Pavestone/Smiths (broken blocks etc from factory)	2024	500
Total Non-Operational Capacity			140,500

Operational and Non-Operational Facilities

Total Operational and Non-Operational Capacity (tpa)	11,290,200
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3.1 Total capacity of recycled and secondary aggregate facilities in Oxfordshire in 2017 was recorded in the SEEAWP Aggregates Monitoring Survey as 812,120 tonnes per annum (comprised of 689,610tpa for CDE waste, and 122,400tpa for

industrial/mineral waste). However, the actual total is believed to be higher as this survey did not have a 100% return rate. Evidence for the Minerals and Waste Core Strategy examination hearing estimated the total as approximately 1.025 million tonnes per annum in 2017. This information has now been updated in Table 3, based on operator returns for two waste surveys undertaken in 2017¹⁰, and the revised estimated figure is 1.150 million tonnes.

c) Annual production of recycled and secondary aggregate.

Table 4: Sales of Secondary and Recycled Aggregate in Oxfordshire 2008-2016

Year	Secondary and Recycled Aggregate Sales (tonnes)
2008	503,000
2009	286,000
2010	152,000
2011	236,000
2012	466,000
2013	422,000
2014	271,000
2015	453,000
2016	534,000
2017	417,000

Source: SEEAWP Aggregates Monitoring Surveys

3.2 The secondary and recycled sales figures since 2014 include secondary aggregate from bottom ash from the Ardley Energy Recovery Facility, which provides for the production of approximately 75,000 tonnes per annum.

3.3 Table 4 shows that the recorded production of secondary and recycled aggregate decreased by 22% between 2016 and 2017.

d) Proportion of total aggregate supply from secondary and recycled aggregates.


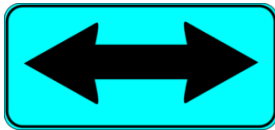
3.5 In Oxfordshire in 2017, recorded sales of secondary and recycled aggregates totalled 0.417 mt, accounting for 19% of the total sales of aggregates produced in Oxfordshire (2.237 mt). There was not a 100% return rate for the annual survey that collects this information, and therefore the actual proportion may be higher. In 2016, recorded sales of secondary and recycled aggregates totalled 0.534 mt, accounting for 25% of the total sales of aggregates produced in Oxfordshire (2.128 mt).

3.6 Sales of secondary and recycled aggregates in the South East England region in 2017 were 4.870 million tonnes, 19% of the total sales of aggregate

¹⁰ South East England Aggregates Working Party aggregates monitoring survey 2016, South East Waste Planning Advisory Group Waste Survey, 2016.

produced in the region, the same as in Oxfordshire. Oxfordshire provided 9% of the regional sales of secondary and recycled aggregates.

Achievement of Targets

Target	Target Achieved?	Reason
To maintain capacity for recycled and secondary aggregate facilities at least 0.926 mtpa.		Target capacity was at least 0.926 mtpa. In 2017, operational capacity was estimated as 1.027 mtpa, so the target was met.
Sites allocated/permissions granted in accordance with policies W4, W5 and C1 – C12.		It is not possible to report on this indicator for 2017, as the Part 2: Site Allocations Document has not yet been produced.

Triggers

- Processing capacity falling to below target capacity.
 - This trigger has not been activated
- Proportion of total aggregate supply from secondary and recycled aggregate changes $\pm 10\%$.
 - This trigger has not been activated as the proportion of total aggregate supply from secondary and recycled aggregates only changed 6% from 2015 (19%) to 2016 (25%).
- Sites for secondary and recycled aggregate allocated/permitted not in accordance with policies W4, W5 and C1-C12.
 - This trigger has not been activated as the Part 1: Core Strategy was not adopted in 2016, and the Part 2: Site Allocations Document has not been produced.

Policy M2: Provision for working aggregate minerals

Target(s)

- Production capacity maintained at annual requirement rates.
- Landbanks maintained for at least:
 - 7 years for sharp sand and gravel.
 - 7 years for soft sand.
 - 10 years for crushed rock.

Indicator(s)

a) Permissions granted for working of land-won aggregate minerals.

3.7 2,615,00 tonnes of aggregate extraction was permitted in 2017, an increase from 514,792 tonnes in 2016.

Table 5: Planning Permissions Granted for New Aggregate Extraction in 2017.

Date Permitted	Site Name	Mineral Type	Tonnage Permitted	Permission End Date	Permission Reference
08.05.17	Duns Tew	Soft Sand	415,00 tonnes	2034	MW.0036/14
16.06.17	Bowling Green Farm	Soft Sand & Limestone	1,600,000 tonnes soft sand & 600,000 limestone	2037	MW.0124/16

Source: Oxfordshire County Council – information from planning applications and decisions

3.8 Table 7 (below) shows that planning applications for the extraction of 3,000,000 tonnes of sharp sand and gravel. remained to be determined at the end of 2016.

Table 7: Planning Applications For New Aggregate Extraction Submitted But Not Yet Determined at Year End 31.12.2017.

Site Name	Mineral Type	Proposed Total Tonnage	Proposed End Date	Planning Application Reference
Bridge Farm Quarry *	Sharp sand and gravel	500,000 tonnes	3 years (2 years working and 1 restoration) from commencement of gravel extraction	MW.0127/16
New Barn Farm, Cholsey *	Sharp sand and gravel	2,500,000 tonnes	2036/2037	MW.0094/16

Source: Oxfordshire County Council – information from planning applications.

* These applications have since been permitted in 2018.

b) Permitted reserves for sharp sand and gravel, soft sand and crushed rock.

Table 8: Permitted Reserves at Oxfordshire Quarries at end 2017 (with 2016 for comparison)

Mineral	Reserves at 31.12.2017 (m. tonnes)	Reserves at 31.12.2016 (m. tonnes)
Soft Sand	3.105 mt	1.341 mt
Sharp Sand & Gravel	10.805 mt	11.383 mt
Total Sand and Gravel	13.910 mt	12.724 mt
Crushed Rock	9.318 mt	8.545 mt
Total Aggregate	23.228 mt	21.269 mt

- 3.9 There were increases in permitted reserves of soft sand and crushed rock between 2016 and 2017, by 132% and 9% respectively. There was a decrease in permitted reserves of sharp sand and gravel of 5% between 2016 and 2017.

c) Production capacity for sharp sand and gravel, soft sand and crushed rock 2017

Mineral	Production Capacity (tonnes per annum)
Soft Sand	450,000 tonnes pa
Sharp Sand and Gravel	1,244,000 tonnes pa
Crushed Rock	2,173,000 tonnes pa

Source: SEEAWP Aggregates Monitoring Survey 2017

- d) Landbanks of permitted reserves for sharp sand and gravel, soft sand and crushed rock.

Table 9: Oxfordshire Landbank at end of 2017

Permitted Reserves at 31.12.2017 by Mineral	Landbank based on LAA 2017 provision figures	'Landbank' based on 10 years sales average (2008-2017)	'Landbank' based on last 3 years sales average (2015-2017)
Soft Sand – 3.105 m. tonnes	16.4 years at 0.189 mtpa	<i>16.2 years at 0.192 mtpa</i>	<i>13.1 years at 0.237 mtpa</i>
Sharp Sand & Gravel – 10.805 m. tonnes	10.6 years at 1.015 mtpa	<i>18.8 years at 0.576 mtpa</i>	<i>15.3 years at 0.707 mtpa</i>
Total Sand & Gravel – 13.910 m. tonnes	11.6 years at 1.204 mtpa	<i>18.1 years at 0.768 mtpa</i>	<i>14.7 years at 0.945 mtpa</i>
Crushed Rock – 9.318 m. tonnes	16.0 years at 0.584 mtpa	<i>16.1 years at 0.580 mtpa</i>	<i>11.2 years at 0.832 mtpa</i>
Total Aggregate – 23.228 m. tonnes	13.0 years at 1.788 mtpa	<i>17.2 years at 1.348 mtpa</i>	<i>13.1 years at 1.777 mtpa</i>

Note: The Landbank is calculated on the basis of current annual requirement rates, which are those in the 2017 LAA (second column). The other columns are provided for comparison purposes only.

3.10 The landbank for sharp sand and gravel at the end of 2017 was 10.6 years, which is above the minimum 7 years required by the NPPF. The landbank for soft sand was 16.4 years at the end of 2016, more than twice the 7 year minimum required by the NPPF. The total sand and gravel landbank was 11.6 years. The landbank for crushed rock was 16.0 years at the end of 2017, which is above the 10 year minimum required by the NPPF.

- e) Annual sales of sharp sand and gravel, soft sand and crushed rock extracted in Oxfordshire.

Table 10: Annual sales of sharp sand and gravel, soft sand and crushed rock extracted in Oxfordshire 2015 – 2017

Mineral Type	2015 (million tonnes)	2016 (million tonnes)	2017 (million tonnes)
Sharp sand & gravel	0.768	0.651	0.703
Soft sand	0.233	0.227	0.251
Total sand and	1.001	0.879	0.954



gravel			
Crushed rock	0.914	0.715	0.867

Source: SEEAWP Aggregates Monitoring Survey 2017

3.11 Annual sales of sharp sand and gravel increased from 0651 mt in 2016 to 0703 mt in 2017, having decreased from 2015 to 2016. Soft sand increased from 0.227 mt in 2016 to 0.251 mt in 2017.

3.12 Sales of crushed rock from quarries in Oxfordshire had declined to 0.715 mt in 2016 from 0.914 mt in 2015 and 1.061 mt in 2014, which had been the highest level over the last decade and a very significant increase from 2012 (0.242 mt). There was however an increase again in crushed rock sales from 2016 to 0.867 mt in 2017.

Achievement of Targets

Target	Target Achieved?	Reason
Production capacity maintained at annual requirement rates		Production capacity for all aggregates were above the current annual requirement rates.
Landbanks maintained for at least: - 7 years for sharp sand and gravel - 7 years for soft sand - 10 years for crushed rock		Landbanks above relevant target for all aggregates at current annual requirement rates (ss&g: 10.6 years, ss: 16.4 years, cr: 16.0years)

Triggers

- Production capacity less than annual requirement rate for three consecutive years.
 - This trigger has not been activated.
- Permitted reserves falling to 10% above landbank target.
 - This trigger has not been activated. It was activated in 2016 for soft sand when the landbank was 7.1 years (1.341 mt), which was within 10% of the landbank target (7 years – 1.323 mt), but the further permissions granted for soft sand in 2017 at Bowling Green Farm (1.6 mt) and Duns Tew (0.415 mt) have significantly increased the landbank to well above the trigger level.

Policy M3: Principal locations for working aggregate minerals

Target(s)

- All sites allocated for aggregate mineral extraction to be within locations specified.
- Production capacity for sharp sand and gravel split 50:50 between western and southern Oxfordshire by the end of the plan period.

Indicator(s)

a) Sites allocated for aggregate minerals.

3.13 As the Site Allocations Document, has not yet been produced, it is not possible to monitor against this indicator at present, but data will be collected in future AMRs after the Site Allocations Document has been adopted.

b) Production capacity for sharp sand and gravel split between western Oxfordshire (West Oxfordshire District and Cherwell District) and southern Oxfordshire (South Oxfordshire and Vale of White Horse) by the end of the plan period.

3.14 Neither of the two planning permissions granted during 2017 was for sharp sand and gravel (that were for soft sand and crushed rock). No decisions were made on planning applications that would affect the production capacity for sharp sand and gravel or the split in this between western and southern Oxfordshire.

Table 11: Oxfordshire Sharp Sand and Gravel Production Capacity

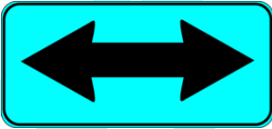
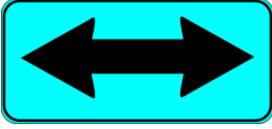
Broad Sand and Gravel Resource Area	Name of Site	Estimated Production Rate (tpa)
Northern Oxfordshire (West Oxfordshire District Council, Cherwell District Council)	Cassington Quarry, Worton (SRA 6)	
	Stonehenge Farm, Stanton Harcourt (SRA 6)	
	Gill Mill Quarry, Ducklington (SRA 6)	
	Finmere Quarry, Finmere (not in SRA)	
	Total northern Oxon production capacity	724,000 (58%)
Southern Oxfordshire (VoWH)	Bridge Farm, Sutton Courtenay (SRA 5)	

& SODC)	Sutton Wick Quarry, Abingdon (SRA 5)	
	Caversham Extension (SRA 4)	
	Moorend Lane, Thame (not in SRA)	
	Faringdon Quarry (SRA 7)	
	Total southern Oxon production capacity	520,000 (42%)
	Total Oxfordshire production capacity	1,244,000 (100%)

Source: SEEAWP Aggregates Monitoring Survey 2017

3.15 Table 11 shows that currently, production capacity is unevenly split between northern Oxfordshire (58%) and southern Oxfordshire (42%). It is an aim of the Core Strategy to achieve a balanced distribution of production capacity by the end of the plan period (2031).

Achievement of Targets

Target	Target Achieved?	Reason
All sites allocated for aggregate mineral extraction to be within locations specified.		The Site Allocations Document, has not yet been produced, so it is not possible to monitor against this indicator at present. Data will be collected in future AMRs after its adoption.
Production capacity split 50:50 between western and Southern Oxfordshire by the end of the plan period.		This target is required to be achieved by the end of the plan period (2031); the current annual monitoring period provides a baseline indication of the split in production capacity.

Triggers

- One site allocated that does not fall within the locations specified.
 - This trigger has not been activated as the Part 2: Site Allocations Document has not yet been produced.
- Production capacity increases proportionally in western Oxfordshire for two consecutive years.

- This trigger has not been activated as the Core Strategy was not adopted until September 2017 and so two years have yet to elapse.
- Production capacity in southern Oxfordshire above 60%.
 - This trigger has not been activated as the Core Strategy was not adopted until September 2017 and so two years have yet to elapse. Production capacity in southern Oxfordshire is currently 42%.

Policy M4: Sites for working aggregate minerals

Target(s)

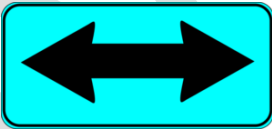
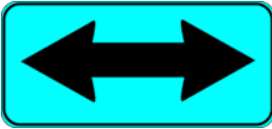
- Sites allocated for aggregate mineral extraction to be in accordance with policy M4.
- Sites allocated to meet requirements for provision in Policy M2 (taking into account permissions granted).

Indicator(s)

a) Sites allocated for aggregate minerals.

3.16 This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.

Achievement of Targets

Target	Target Achieved?	Reason
Sites allocated for aggregate mineral extraction to be in accordance with policy M4.		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.
Sites allocated to meet requirements for provision in Policy M2 (taking into account permissions granted).		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.

Triggers

- One site allocated that is not in accordance with policy M4.
 - This trigger has not been activated as the Site Allocations Document has not yet been produced.

- Allocated sites do not meet requirements for provision in Policy M2 (taking into account permissions granted).
 - This trigger has not been activated as the Site Allocations Document has not yet been produced.

Policy M5: Working of aggregate minerals

Targets

- Prior to adoption of Site Allocations Document, permissions granted to meet requirements for provision in Policy M2, and in accordance with policies M3, M4 and C1-C12.
- Following adoption of Site Allocations Document, permissions granted only where requirements for provision in Policy M2 cannot be met from allocated sites, and in accordance with policies M3 and C1-C12.
- Permission only granted in other circumstances where this is required prior to development to prevent sterilisation of resource.
- Permission granted for borrow pits to meet the requirements set out in policy.
- Working of ironstone only permitted where it is in exchange for an agreed revocation of an equivalent existing permission.

Indicator(s)

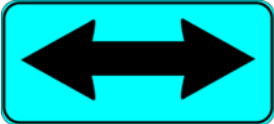
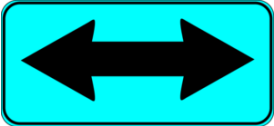
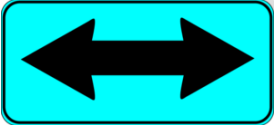
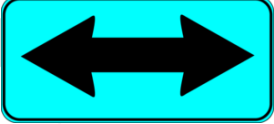
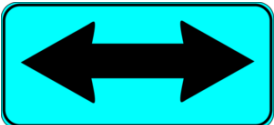
a) Permissions granted for working aggregate minerals – spatial distribution, quantity of resource.

3.17 The two permissions granted for further mineral extraction in 2017 were for soft sand and crushed rock and, in both cases, the applications were determined before the Core Strategy was adopted. Both permissions were for sites within minerals strategic resource areas for soft sand and/or crushed rock (SRAs 8 and 7/2) in southern Oxfordshire (Sutton Wick and Sutton Courtenay – SRA 5), therefore they contributed to both the provision for working of aggregate minerals (soft sand and crushed rock) in Policy M2, and the locations for working aggregate minerals in Policy M3.

b) Permissions granted for borrow pits.

3.18 No permissions were granted, or applications submitted, for borrow pits in 2017.

Achievement of Targets

Prior to adoption of Site Allocations Document, permissions granted to meet requirements for provision in Policy M2, and in accordance with policies M3, M4 and C1-C12.		This indicator cannot be monitored fully in 2016, as the Core Policies C1 – C12 were not being given full weight while the Core Strategy was not adopted. However, the two applications for mineral working granted in 2017 were both compliant with policy M2 and M3. Policy M4 is not currently relevant as it only relates to site allocations.
Following adoption of Site Allocations Document, permissions granted only where requirements for provision in Policy M2 cannot be met from allocated sites, and in accordance with policies M3 and C1-C12.		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.
Permission only granted in other circumstances where this is required prior to development to prevent sterilisation of resource.		No such applications were determined in 2017.
Permission granted for borrow pits to meet the requirements set out in policy.		No applications for borrow pits were determined in 2017.
Working of ironstone only permitted where it is in exchange for an agreed revocation of an equivalent existing permission.		No applications for the working of ironstone were determined in 2017.

Triggers

- Prior to adoption of the Site Allocations Document, one permission granted that is not required to meet provision requirements in Policy M2 and/or not in accordance with policies M3, M4 and C1-C12.
 - The two permissions for aggregate mineral extraction in 2017 did not activate this trigger, as they were in accordance with policies M2 and

M3. Achievement of policies M4 and C1 – C12 will be monitored in future AMRs.

- Following adoption of Site Allocations Document, one application permitted outside allocated sites (unless it is to prevent sterilisation or because the requirement set out in policy M2 cannot be met from within the specific sites identified) and/or not in accordance with policies M3 and C1-C12.
 - This trigger was not activated as the Site Allocations Document has not yet been produced.
- Permission granted for borrow pit/s that do not meet the requirements of policy.
 - This trigger has not been activated, as there were no applications for borrow pits in 2017.
- Working of ironstone permitted contrary to policy.
 - This trigger has not been activated, as there were no applications for the working of ironstone in 2017.

Policy M6: Aggregate rail depots

Target

- All permissions granted for new aggregate rail depots to have suitable access to lorry routes and meet requirements in policies C1-C12.

Indicator(s)

a) Permissions granted for new aggregate rail depots.

3.19 No planning applications were determined in 2017 for new aggregate rail depots.

Achievement of Targets

Target	Target Achieved?	Reason
All permissions granted for new aggregate rail depots to have suitable access to lorry route and meet requirements in policies C1-C12.		No applications were determined in 2017 for new aggregate rail depots.

Trigger

- One permission granted for new aggregate rail depot that does not have suitable access to lorry route and/or meet requirements in policies C1-C12.
 - This trigger has not been activated, as there were no applications for aggregate rail depots in 2017.

Policy M7: Non-aggregate mineral working**Target**

- All applications granted planning permission meet relevant policy requirements.

Indicator(s)**a) Permissions granted for non-aggregate mineral working**

3.20 No applications were permitted in 2017 for non-aggregate mineral working.

Achievement of Targets

Target	Target Achieved?	Reason
All applications granted planning permission meet relevant policy requirements.		No applications were permitted in 2016 for non-aggregate mineral working.

Trigger

- One application permitted that does not meet relevant policy requirements.
 - This trigger was not activated in 2017 as not applications for non-aggregate mineral workings were determined.

Policy M8: Safeguarding mineral resources**Target(s)**

- No non-mineral applications permitted with an objection on mineral safeguarding grounds from OCC.
- No District site allocations made with an objection from OCC on safeguarding grounds.

Indicator(s)**a) Number and area of applications granted for non-minerals development in mineral consultation areas, which sterilise mineral resources.**

3.21 It is not possible to monitor this fully in the 2017 AMR because, of the five District-level authorities in Oxfordshire, only Cherwell consulted the County

Council on planning applications in mineral consultation areas in 2017. However, the Major Planning Applications Team at the County Council consults teams within the County Council, including Minerals & Waste Planning, to coordinate responses on major applications that they receive from the District Councils and City Council. However, these do not include minor applications that could be of significance for minerals safeguarding, for example a single dwelling within a safeguarded area.

b) Number and area of site allocations made by District Planning Authorities for non-minerals development in mineral consultation areas, which sterilise mineral resources.

3.22 The County Council raised issues (not necessarily objections, some were requests for consideration and further information) regarding South Oxfordshire District Council proposed allocations in Preferred Options at Chalgrove Airfield, Berinsfield and Wallingford. There are also potentially important deposits of sand and gravel at Benson, Berinsfield, Cholsey and Crowmarsh which could be sterilised by proposals for housing development. The Submission Core Strategy is due for consultation shortly and the County Council will consider whether mineral safeguarding has been addressed sufficiently within this consultation document. No site allocations were adopted in 2016.

c) OCC objections to district development on safeguarding mineral resources grounds.

3.23 In 2016, the County Council objected to three District applications on mineral safeguarding grounds. Of these, one objection was subsequently withdrawn by the County Council after further information was submitted by the applicant, and the two remaining applications were undetermined at 31st December 2016.

Table 13: District Applications to which Oxfordshire County Council Objected or made No Objection Subject to Conditions on Minerals or Waste Safeguarding Issues in 2017

District	Application number & address	Objection of No Objection subject to conditions?	Was objection overcome through revised details?	Status
South Oxfordshire	P15/S3916/O-2 Land North of Littleworth Road, Benson	Objection	Yes – further information submitted to overcome concerns and therefore objection removed.	(Undetermined and Appeal lodged April 2016.)
Description of development - Outline application (with all matters reserved except access) for the erection of 241 dwellings (40% of which will be affordable) with associated access, public open space, landscaping, sports provision, nature park and woodland; Up to 230 sqm retail space; Provision of				

community facilities including relocated school playing fields, youth facilities hut, skate park and play space.				
Vale of White Horse	P15/V2933/O Land north of Appleford Road Sutton Courtenay Abingdon OX14 4NG	No objection subject to conditions	n/a	
Description of development - Outline planning application (with all matters except access reserved) for the erection of up to 93 dwellings including associated car parking, public open space and landscaping.				
Vale of White Horse	P16/V0254/FUL Eastwest All Saints Lane Sutton Courtenay Abingdon OX14 4AG	No objection subject to conditions	n/a	
Description of development - Part retrospective application for the retention and construction of earth bunds and the change of use of land to private recreational use.				
West Oxfordshire District	16/00971/FUL Land At New Gardens Ledwell Road Great Tew Oxfordshire	Objection	No	Undetermined at 31. 12.2016
Description of development - Restoration of the walled garden to provide a restaurant, production garden, leisure facilities, the construction of 6 lodges, the provision of an underground car park and associated access and landscaping.				
West Oxfordshire District	16/02102/FUL Stonelea Farm, Land to the North West of Burford Road, Brize Norton.	Objection	No – objected to revised details	Undetermined at 31.12.2016
Description of development - Erection of a Permanent Agricultural Workers Dwelling.				



d) Number of applications consulted on from District to OCC within a Mineral Consultation Area.

3.24 Cherwell District Council consulted the County Council Minerals and Waste Planning Policy Team on thirty-eight planning applications (including pre-application enquiries) in 2016. No direct consultations were received from South Oxfordshire, Vale of White Horse or West Oxfordshire District Councils or the City Council. Of the thirty-eight applications, Oxfordshire County Council made comments on three with a request for a condition to be added to a fourth (16/00709/F), if approved, in order to prevent waste being imported to the site.

e) In order to ascertain whether the first target (see below) has been met, there needs to be an additional indicator: Number of applications permitted by OCC leading to development which would sterilise mineral resources.

3.25 No applications were permitted by the County Council in 2017 that would result in the sterilisation of mineral resources.

Achievement of Targets

Target	Target Achieved?	Reason
No non-mineral applications permitted with an objection on mineral safeguarding grounds from OCC.		None were permitted; but one non-minerals application with an outstanding objection from the County Council on minerals safeguarding was live and undetermined at 31 December 2017.
No District site allocations made with an objection from OCC on safeguarding grounds.		No District allocations were made in 2017 where there was an objection from the County Council on minerals safeguarding.

Triggers

- One district council application approved with an objection from OCC on mineral safeguarding grounds.
 - This trigger was not activated in 2017.
- One application permitted by OCC leading to development which would sterilise mineral resources.

- This trigger was not activated in 2017.
- One District site allocation made with an objection from OCC on mineral safeguarding grounds.
 - This trigger was not activated in 2017.

Policy M9: Safeguarding mineral infrastructure

Target(s)

- No loss of a safeguarded mineral infrastructure site.
- No permissions issued by District which would lead to significant harm or prejudice to a safeguarded site.
- No District site allocations made which would sterilise mineral infrastructure.
- No decline in the number of safeguarded rail depots.

Indicator(s)

a) Number and type of safeguarded mineral infrastructure sites in Oxfordshire.

3.26 Safeguarded mineral infrastructure in Oxfordshire comprises four safeguarded aggregate rail depots (details below).

b) Number of safeguarded aggregate rail depots in Oxfordshire.

3.27 There are four safeguarded aggregate rail depots in Oxfordshire, of these three are existing (Banbury, Sutton Courtenay and Kidlington) and one permitted (Shipton-on-Cherwell). Whilst there is also a depot at Hinksey Sidings, Oxford, this has been used solely by the rail industry to bring in rail ballast for internal use on the rail network.

c) District development which is incompatible with or prejudicial to a safeguarded site





3.28 No applications were determined in 2016 that would be incompatible with, or prejudicial to, a safeguarded mineral infrastructure site.

d) OCC objections to district development on safeguarding mineral infrastructure grounds.

3.29 OCC did not object to any district development on the grounds of safeguarding mineral infrastructure in 2017.

Achievement of Targets

Target	Target Achieved?	Reason
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No loss of a safeguarded mineral infrastructure site.		No safeguarded minerals infrastructure sites were lost to other development in 2017.
No permissions issued by District which would lead to significant harm or prejudice to a safeguarded site.		No permissions were issued in 2017 that would lead to significant harm or prejudice to a safeguarded site.
No District site allocations made which would sterilise mineral infrastructure.		No sites were allocated by the District Councils in 2017 that would sterilise mineral infrastructure.
No decline in the number of safeguarded rail depots.		There was no reduction in the number of safeguarded rail depots in Oxfordshire in 2017.

Triggers

- One safeguarded mineral infrastructure site lost to other development.
 - This trigger was not activated in 2017.
- One permission issued which would lead to significant harm or prejudice to a safeguarded site (permitted with an objection from OCC).
 - This trigger was not activated in 2017.
- One District site allocation made that would sterilise mineral infrastructure with objection from OCC.
 - This trigger was not activated in 2017.
- Reduction in number of safeguarded rail depots in Oxfordshire.
 - This trigger was not activated in 2017.

Policy M10: Restoration of mineral workings

Target(s)

- All restoration plans for minerals applications approved take into account the considerations set out in policy.
- All applications approved with restoration leading to a net gain in biodiversity.

Indicator(s)

- a) **Number of approved mineral restoration schemes.**

3.30 There were five mineral restoration schemes approved in 2017, including three revisions to previously approved schemes.

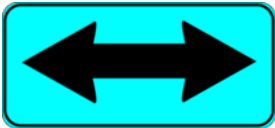

Table 14: Restoration Schemes Approved in 2017

Application	Application Status	Ecology consideration
MW.0084/17 planning permission for the Section 73 application to vary conditions 1 and 13 of planning permission P15/V2384/CM (MW.0134/15) to allow for bunds to be retained on the site and to incorporate them into a revised restoration scheme - Wicklesham Quarry	Approved	No objection from OCC Ecology.
MW.0006/17 Childrey Quarry Section 73 application for non-compliance with conditions 2 and 4 of WCH/5048/4-CM to provide for final restoration of the site, involving an adjustment to the approved landform for a lower finished profile (using only in situ materials); excavation of chalk (for use in restoration) from an alternative source at the site; and a further two years to complete final restoration	Approved	No objection from OCC Ecology.
MW.0141/16 Dix pit Continuation of development without complying with Conditions 1, 2, 3, 4, 9 and 11 of Planning Permission no. 15/02045/PDC in order to revise the levels of the approved landform; to allow importation of topsoil (and/or materials suitable for topsoil manufacture); to provide for additional time to complete final restoration and landscaping of the site; and for consequential amendment to the aftercare details	Approved	No objection from OCC Ecology.
MW.0124/16 Bowling Green Farm Extension of quarry with extraction of sand and limestone with restoration to agriculture including using existing quarry infrastructure	Approved	No objection from OCC Ecology.
MW.0036/14 Duns Tew Quarry Proposed northern and eastern extension to Duns Tew Quarry (East) to extract approximately 415,000 tonnes of saleable sand and the continuation of importation of aggregate for blending and merchanting/onward sale for 16/17 years with restoration to a mix of woodland, geo-diversity benefits and nature conservation	Approved	No objection from OCC Ecology.

b) Proportion gain of biodiversity in restoration schemes

3.31 The County Council ecologist did not object to any of the five new/revised restoration schemes. As part of their assessment of whether to object, they consider whether the development would result in a net gain in biodiversity. All five were assessed as leading to a net gain in biodiversity but, in 2017, the County Council was not requiring the use of a biodiversity accounting metric on all applications and therefore it is not possible to measure the proportion gain in biodiversity from the restoration scheme.

Achievement of Targets

Target	Target Achieved?	Reason
All restoration plans for minerals applications approved take into account the considerations set out in policy.		The Core Strategy was not adopted during 2016 and therefore it is not possible to fully monitor the implementation of Core Strategy policies.
All applications approved with restoration leading to a net gain in biodiversity.		All applications for new/revised restoration schemes permitted in 2017 were assessed as leading to a net gain in biodiversity.

Triggers

- One application approved for which the restoration does not take into account the considerations set out in the policy.
 - The Core Strategy was not adopted until September 2017, and therefore it is not fully possible to consider this trigger in this monitoring period. This will be taken into account in future monitoring reports.
- One application permitted including a restoration scheme which does not provide a net gain in biodiversity.
 - This trigger was not activated in 2017.

4.0 Monitoring of Policy Implementation – Waste

Policy W1: Oxfordshire waste to be managed

Target

- Oxfordshire's waste management capacity sufficient to meet the amount required in this policy.

Indicator(s)

a) Total amounts of waste within Oxfordshire for the specified waste streams.

- 4.1 The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy was adopted in September 2017. It outlines the amounts of waste from the principal waste streams for which waste management capacity needs to be provided until 2031. No figure is included for Construction, Demolition and Excavation waste although a minimum value of 1.033mtpa has been estimated, with an assumption of no growth over the plan period.

Table 15: Core Strategy Policy W1: Forecasts of waste for which waste management capacity needs to be provided 2016 – 2031 (million tonnes per annum)

Waste Type	2016	2021	2026	2031
Municipal Solid Waste	0.32	0.34	0.36	0.38
Commercial and Industrial Waste	0.54	0.56	0.57	0.58

- 4.2 These figures have been through examination, and therefore now provide a baseline against which to monitor in future reports.
- 4.3 Table 16 shows the actual (in the case of MSW) and estimated (in the case of C&I and CDE waste) totals of waste produced in Oxfordshire in 2016

Table 16: Waste Management Estimates for the Principal Waste Streams in Oxfordshire.

Waste Type	Total – Actual/Estimate
Municipal Solid Waste	314,808 tonnes ¹¹
Commercial and Industrial Waste	533,000 tonnes ¹²
Construction, Demolition and	1,393,000 tonnes ¹³

¹¹ 2017 records from Oxfordshire County Council

¹² BPP Consulting for OCC – April 2016 Supplement to the 2015 Oxfordshire Waste Needs Assessment. A revised figure based on updated WDI data will be published when available.

¹³ 2016 estimate based on methodology in April 2016 Supplement to the 2015 Oxfordshire Waste Needs Assessment. See Appendix 6. This methodology is used to estimate a 'minimum' figure for CDE waste.

Excavation Waste	
Total	2,241,000 tonnes

b) Waste management capacity in Oxfordshire for the specified waste streams.

4.4 Appendix 4 shows the location of permitted waste management facilities in Oxfordshire. Appendix 5 sets out the capacity of waste management facilities in Oxfordshire, by category of facility. A summary of this capacity is shown in the Table 17 below.

Table 17: Summary of Operational Waste Management Capacity, 2017.

Waste Management Type	Operational Capacity (total cubic metres or tonnes per annum)
Non-hazardous Landfill	4,771,000m ³
Inert Landfill	6,933,000m ³
Hazardous Landfill	0
Residual Treatment	300,000 tpa
MSW/C&I (non-hazardous) recycling	655,900 tpa
Composting/Biological Treatment	243,100 tpa
CDE (Inert) recycling	978,600 tpa
Metal Recycling	164,700 tpa
Hazardous/Radioactive	548,677 tpa
Wastewater	42,000 tpa

4.5 Based on the management targets in policy W2, and the estimates of the principal waste streams in Table 16, Table 18 below shows that there is currently sufficient waste management capacity to manage these waste streams in line with the management targets.

Table 18: Availability of Waste Management Capacity against Target Requirements

Waste Management Method	MSW	C&I	CDE (non-inert proportion)	Total Require- ment (tpa)	Available Capacity
	2017				
Composting/ food waste treatment	91,886	26,673	2,090*	120,649	243,100
Non-hazardous waste recycling	104,560	293,404	22,985*	420,949	655,900
Non-hazardous waste residual	95,054	80,019	6,269*	181,342	300,000

*Only approximately 3% of the estimated 1.393mt of CDE waste in 2016 was from non-inert sources, as opposed to the 20% predicted. Consequently this estimate has reduced.

4.6 Planning permissions which were granted in 2017 that provided additional waste management capacity are shown in Table 19.

Table 19: Planning Permissions for Waste Management Facilities (Additional Capacity) Granted in 2017.

Date Permitted	Site Name	Type of Facility	Waste Type	Additional Capacity Permitted *	End Date	Planning Permission Reference
08.03.17	New Wintles Farm	CDE Waste Recycling	CDE Waste Recycling	50,000	Permanent	MW.0002/17
16.06.17	Bowling Green Farm	Inert Landfill (quarry restoration)	CDE Inert landfill	950,000 cu. m.	Temporary to 2038	MW.0124/16
21.12.17	Stonepitt Barn	CDE (soil and aggregate) recycling facility.	CDE Waste Recycling	75,000	Permanent	MW.0048/17

* tonnes per annum, except landfill which is expressed as total voidspace, measured in cubic metres
Source: Oxfordshire County Council – information from planning applications and decisions

4.7 Table 20 lists proposed facilities that are the subject of planning applications that had not been determined at the end of 2017.

Table 20 - Applications for Waste Management Facilities (Additional Capacity) not yet determined at year end 31.12.2017

Site Name	Type of Facility	Waste Type	Proposed Additional Capacity *	Proposed End Date	Planning Reference
Sheehan Recycled Plant, Dix Pit **	Recycled Aggregate Facility	CDE (non-hazardous skip waste)	75,000	Temporary to 2029 (existing permission end date)	MW.0073/17
Hanson Aggregates, Sutton Courtenay** *	Crushing and screening of reject and used asphalt	CDE recycling (asphalt & road planings) / recycled aggregate	50,000 tpa	Permission sought to 31/12/2030	MW.0005/16

Source: Oxfordshire County Council – information from planning applications

* tonnes per annum, except landfill which is expressed as total void capacity

** This application was refused in January 2018; an appeal has been lodged.

*** This application was approved in February 2018.

Achievement of Targets

Target	Target Achieved?	Reason
Oxfordshire's waste management capacity sufficient to meet the amount required in this policy.		Available capacity is sufficient to meet waste management requirements in line with targets.

Triggers

- Amount of waste managed within Oxfordshire falls or rises to +/- 20% of the figures set out in the policy, as updated by the Oxfordshire Minerals and Waste Annual Monitoring Reports.
 - This report provides baseline information against which future monitoring reports will be able assess if this trigger has been activated.
- Waste management capacity falls below that required to manage the waste streams set out in the policy, as updated by the annual monitoring reports.
 - This trigger was not activated in 2017.

Policy W2: Oxfordshire waste management targets

Target

- Targets set out in the policy met (see Table 21).

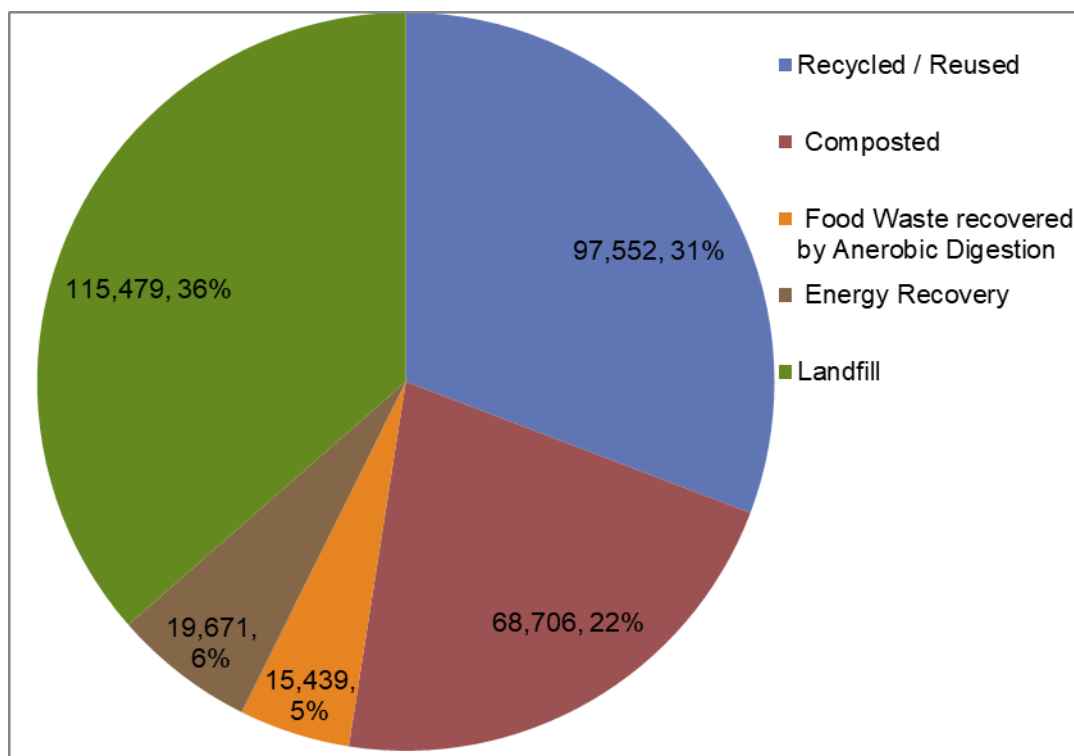
Table 21: Table from Core Strategy Policy W2 - Oxfordshire waste management targets 2016 – 2031

		Year			
		2016	2021	2026	2031
MUNICIPAL WASTE	Composting & food waste treatment	29%	32%	35%	35%
	Non-hazardous waste recycling	33%	33%	35%	35%
	Non-hazardous residual waste treatment	30%	30%	25%	25%
	Landfill (these percentages are not targets but are included for completeness)	8%	5%	5%	5%
	Total	100%	100%	100%	100%
COMMERCIAL & INDUSTRIAL WASTE	Composting & food waste treatment	5%	5%	5%	5%
	Non-hazardous waste recycling	55%	60%	65%	65%
	Non-hazardous residual waste treatment	15%	25%	25%	25%
	Landfill (these percentages are not targets but are included for completeness)	25%	10%	5%	5%
	Total	100%	100%	100%	100%
ON, DEMOLITION & EXCAVATION	<i>Proportion of Projected Arisings taken to be Inert*</i>	80%	80%	80%	80%
	Inert waste recycling (as proportion of inert arisings)	55%	60%	65%	70%

CONSTRUCTION, DEMOLITION & EXCAVATION WASTE	Permanent deposit of inert waste other than for disposal to landfill** (as proportion of inert arisings)	25%	25%	25%	25%
	Landfill (as proportion of inert arisings) (these percentages are not targets but are included for completeness)	20%	15%	10%	5%
	Total (inert arisings)	100%	100%	100%	100%
	<i>Proportion of Projected Arisings taken to be Non-Inert*</i>	20%	20%	20%	20%
	Composting (as proportion of non-inert arisings)	5%	5%	5%	5%
	Non-hazardous waste recycling (as proportion of non-inert arisings)	55%	60%	65%	65%
	Non-hazardous residual waste treatment (as proportion of non-inert arisings)	15%	25%	25%	25%
	Landfill (as proportion of non-inert arisings) (these percentages are not targets but are included for completeness)	25%	10%	5%	5%
	Total (non-inert arisings)	100%	100%	100%	100%

* It is assumed that 20% of the CDE waste stream comprises non-inert materials (from breakdown in report by BPP Consulting on Construction, Demolition and Excavation Waste in Oxfordshire, February 2014, page 7). The subsequent targets are proportions of the inert or non-inert elements of the CDE waste stream.

** This includes the use of inert waste in backfilling of mineral workings & operational development such as noise bund construction and flood defence works.

Indicator(s)**a) Quantity of waste managed in Oxfordshire (and management routes)****Municipal Solid Waste (MSW)****Figure 1: Municipal Solid Waste by Management Method for 2016**

Source: Oxfordshire County Council

Table 22: Municipal Solid Waste by Management Method in 2017

	Recycle/ Re-use	Compost	Food Waste	Energy Recovery	Landfill	TOTAL
Household	85,692	64,196	18,258	109,618	11,220	288,984
Non-Household	10,762	-	1,678	11,129	2,255	25,824
Total MSW	96,454	64,196	19,936	120,747	13,475	314,808

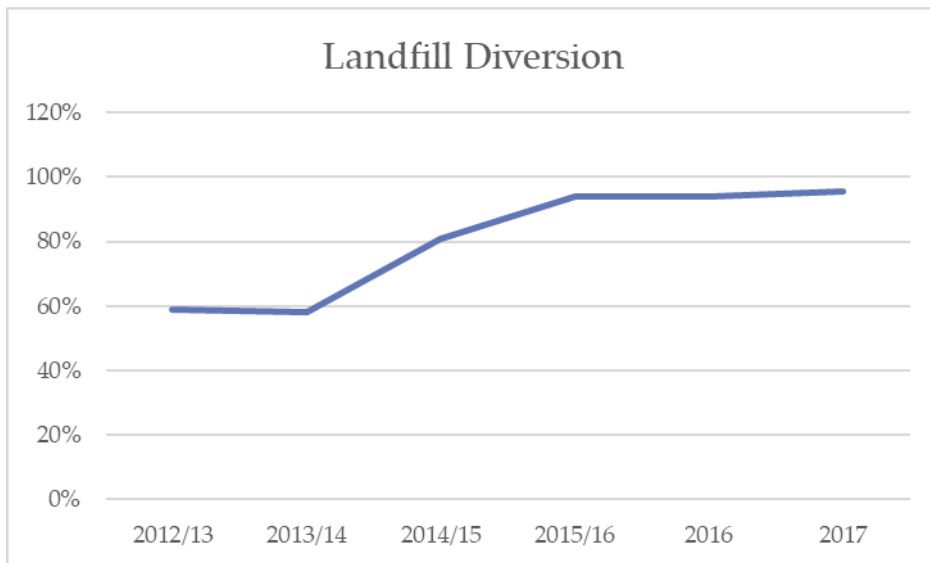
Percentage (Total MSW)	31%	20%	6%	38%	4%	100%
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Source: Oxfordshire County Council

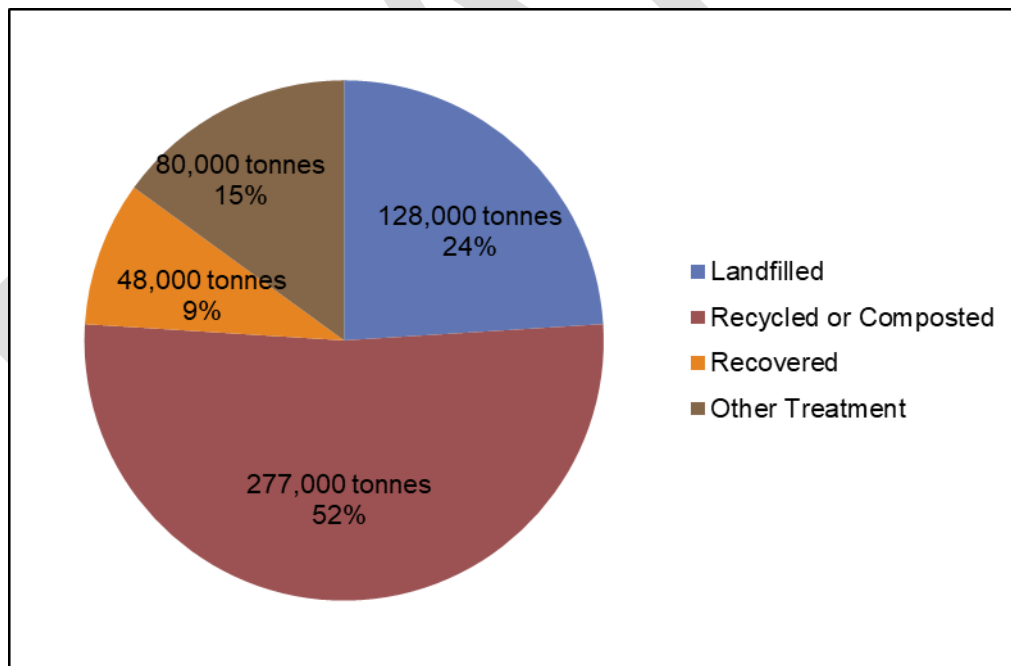
Table 23: Municipal Solid Waste by Management Method in 2016 – Percentage Against Targets

Management Route	Recycling	Composting/ Food Waste	Residual Waste Treatment	Landfill
2017 Percentage	31%	26%	38%	4%
2016 Oxfordshire Minerals and Waste Core Strategy Target	33%	29%	30%	8%
Total Landfill Diversion	94%			
Total Landfill Diversion Target	92%			

- 4.8 Of the total of 314,808 tonnes of Municipal Solid Waste managed in Oxfordshire in 2016, 96,454 tonnes (31%) were recycled. This is slightly below the target of 33%. A total of 84,132 tonnes (26%) were composted or treated food waste, which is also slightly below the target of 29%. 120,747 tonnes (38%) was residual waste from which energy was recovered, which is above the target of 30%. However, overall diversion from landfill was around 96% which is above the total landfill diversion target of 92%. Whilst the high level of residual waste treatment appears to be helping the target for diversion from landfill to be exceeded, this could indicate that it is inhibiting waste from being treated higher up the waste hierarchy.
- 4.9 In 2016, 94% of Oxfordshire's municipal waste was diverted from landfill by means of recycling, composting, food waste treatment or energy recovery. In 2017, this increased to 96%. Overall, the percentage of waste diverted from landfill has increased from 59% in 2012/2013, to 96% in 2017, as shown in Figure 2.

Figure 2: Landfill Diversion 2012 - 2017

Commercial and Industrial Waste

Figure 3: Commercial and Industrial Waste by Management Method**Table 24: Commercial and Industrial Waste by Management Method – Percentage Against Targets**

Waste Type	Total Waste Arisings	Landfilled	Recycled	Composted	Other Treatment
Commercial & Industrial	533,000	128,000 24%	277,000 52%	50,000 9%	80,000 15%

Source: BPP Consulting baseline estimate for Oxfordshire County Council (April 2016) and Urban Mines Assessment of waste manages for the South East Waste Planning Advisory Group (2009). N.B. A revised figure based on updated WDI data will be published when available.

Table 25: Commercial and Industrial Waste by management method – percentage against targets

Management Route	Recycling	Composting/ Food Waste	Residual Waste Treatment	Landfill
2016 Percentage	52%	9%	15%	24%
2016 Oxfordshire Minerals and Waste Core Strategy Target	55%	5%	15%	25%
Total Landfill Diversion				76%
Total Landfill Diversion Target				75%

4.10 Of the total of 533,000 tonnes of Commercial and Industrial waste estimated to require management in Oxfordshire, 277,000 tonnes were recycled (52%). This is slightly below the target of 55%. A total of 50,000 tonnes were estimated to require composting or food waste treatment (26.5%), which is slightly above the target of 5%. 80,000 tonnes (15%) was estimated to require treatment in other ways including residual waste treatment, which is on target. Overall diversion from landfill was around 76% which is just above the total landfill diversion target of 75%.

Construction, Demolition and Excavation Waste

Figure 4: Construction, Demolition and Excavation Waste by Management Method

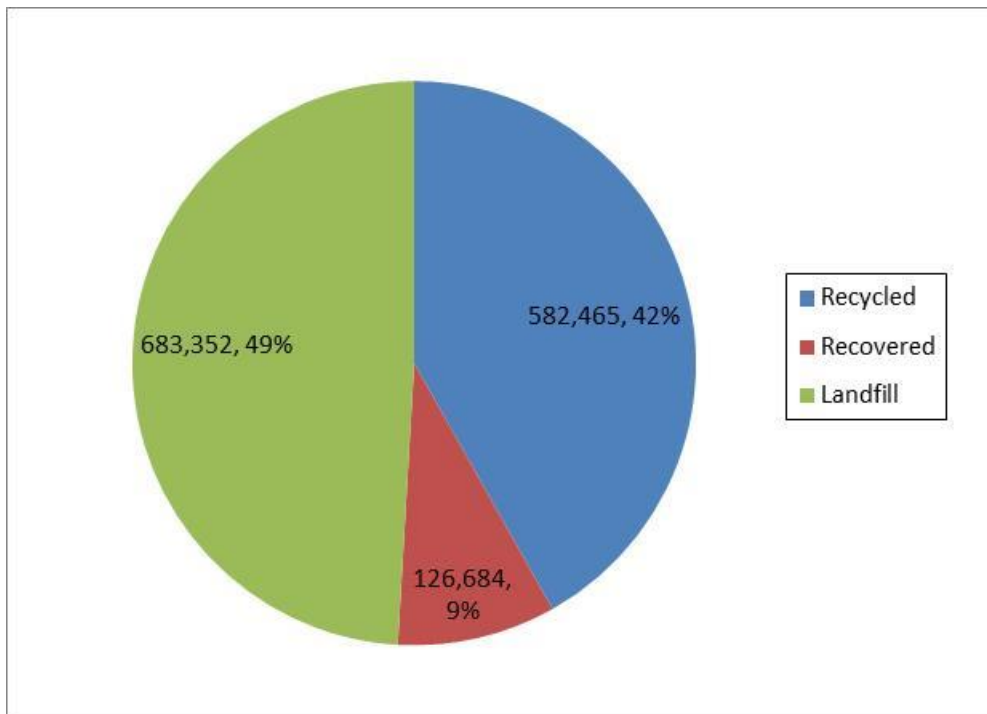


Table 26: Construction, Demolition and Excavation Waste by Management Method – 2016

Waste Type	Total Waste Managed (tonnes)	Landfilled	Recycled	Recovered
2016				
Construction, Demolition & Excavation	1,393,000	683,352 (49%)	582,465 (42%)	126,684 (9%)
2014				
Construction, Demolition & Excavation	1,033,000	457,324 (44%)	439,478 (43%)	136,633 (13%)

Source: Revised estimate based on methodology in BPP Consulting for OCC – April 2016 Supplement to the 2015 Oxfordshire Waste Needs Assessment using SEEAWP AM 2016 survey and EA Waste Data Interrogator 2016

- 4.11 Table 27 shows that from 2014 to 2016, the estimated amount of CDE waste produced in Oxfordshire increased from 1,033,000 tonnes to 1,393,000 tonnes (approximately 35%). The proportion recovered decreased between 2014 – 2016 from 13% to 9%. The proportion of CDE waste sent to landfill increased from 44% to 49%, and the proportion recycled was similar at 43 – 42%.
- 4.12 The difference in the proportion of CDE waste recovered and sent to landfill may be to do with the difference in classification of how inert waste deposited to land is classified by the Environment Agency (EA), and therefore reported in the WDI. Inert waste used to restore a quarry may be deemed as ‘landfill’ or ‘recovery’ depending on circumstances, although the overall outcome is the same in that inert waste is deposited to land. Therefore, the increase in the proportion sent to landfill from 2014 – 2016, and the decrease in the proportion recovered, may in fact be due to differences in classification of disposal and recovery. The EA updated its guidance on how environmental permits are classified regarding ‘recovery’ and ‘disposal’ in 2016, and any effects of this change may become evident in future monitoring reports.




Table 27: Construction, Demolition and Excavation Waste by Management Method – Percentage Against Targets

	Total	Proportion	Target Proportion in Policy W2
<i>CDE Inert Arisings</i>	1,354,098	97%	80% (estimate)
Inert waste recycling (as proportion of inert arisings)	562,400	42%	55%
Permanent deposit of inert waste other than for disposal to landfill (as proportion of inert arisings)	126,684	9%	25%
Landfill (as proportion of inert arisings) (these percentages are not targets but are included for completeness)	665,014	49%	20%
Total (inert arisings)			100%
<i>CDE Non-inert Arisings</i>	38,304	3%	20% (estimate)
Composting (as proportion of non-inert arisings)	82.78	0.2%	5%
Non-hazardous waste recycling (as proportion of non-inert arisings)	19,982	52%	55%
Non-hazardous residual waste treatment (as proportion of non-inert arisings)	0	0%	15%
Landfill (as proportion of non-inert arisings) (these percentages are not	18,338	48%	25%

targets but are included for completeness)			
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4.13 The Core Strategy estimated that approximately 20% of CDE waste was non-inert waste. However, the methodology used to generate the 2016 CDE waste estimate only determined approximately 3% of this waste to be non-inert. The methodology also did not account for non-hazardous residual waste treatment, therefore affecting the results for the management profile of the non-inert CDE waste stream. However, Tables 26 and 27 do show that landfill is accounting for a higher proportion of the management of CDE waste than was anticipated, and overall landfill diversion targets are not being achieved. As explained in paragraph 4.12, this may be due to reporting discrepancies and going forward this indicator should be monitored to see if the amount of waste sent to (or coded as) landfill decreases or continues to increase.

Achievement of Targets

Target	Target Achieved?	Reason
Targets set out in the policy met.	MSW: 	MSW: Recycling and Composting Food Waste Treatments were slightly below targets. However, overall landfill diversion target was achieved.
	C&I: 	C&I: Recycling levels were slightly below the target, but composting/food treatment slightly exceeded the target. Overall landfill diversion was slightly above target.
	CDE: 	CDE: Overall landfill diversion targets do not appear to be being achieved, although changes in the classification of recovery may change this situation going forward.

Trigger

- Percentage of waste diverted from landfill lower than set out in the policy for three consecutive years.
 - This is the first year of monitoring this policy since adoption of the Core Strategy (part way through the monitoring period) and so this trigger has not been activated yet. The information provides a baseline

indication against which any change can be assessed in future monitoring reports.

Policy W3: Provision for Waste Management Capacity and Facilities Required

Target(s)

- Sufficient capacity to meet the additional capacity requirements in this policy.
- Permission granted for reuse, recycling, composting/food waste treatment and residual waste treatment in accordance with policies W4, W5 and C1-C12.
- Proposals for treatment of residual waste recovered at one of nearest appropriate installations.
- Permissions for residual waste treatment not impeding movement of waste up waste hierarchy and in accordance with policies W4, W5 and C1-C12.
- Sites allocated for new facilities in the Part 2 Site Allocations Document allocated in accordance with this policy.

Indicator(s)

- Total amounts of waste managed within Oxfordshire for the specified waste streams.**
- Waste management capacity in Oxfordshire for the specified waste streams.**

4.14 Table 28 shows the waste managed and available capacity for the waste streams identified in policy W3. Additional need for capacity during the plan period has only been identified for non-hazardous waste recycling. Table 28 below shows that there is currently sufficient waste management capacity to manage the principal waste streams in line with management targets.

Table 28 – Availability of Waste Management Capacity against Requirements

Projected Capacity Requirement	MSW	C&I	CDE (non-inert proportion)	Total Requirement (tpa)	Available Capacity
	2016				
Composting/ food waste treatment	91,886	26,673	2,090*	120,649	243,100
Non-hazardous waste recycling	104,560	293,404	22,985*	420,949	655,900
Non-hazardous waste residual	95,054	80,019	6,269*	181,342	300,000

* Only approximately 3% of the estimated 1.393mt of CDE waste in 2016 was from non-inert sources, as opposed to the 20% predicted. Consequently this estimate has reduced.

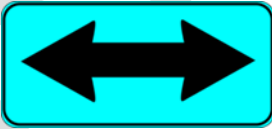
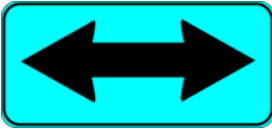
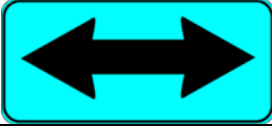
c) Permissions granted for reuse, recycling, composting/food waste treatment and treatment of residual waste.

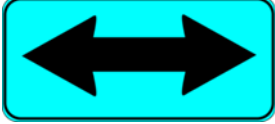
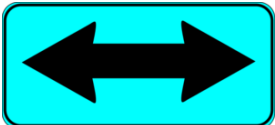
Table 29: Planning Permissions for Reuse, Recycling, Composting/Food Waste Treatment and Residual Waste Treatment (Additional Capacity) Granted in 2017

Date Permitted	Site Name	Type of Facility	Waste Type	Additional Capacity Permitted *	End Date	Planning Permission Reference
08.03.17	New Wintles Farm	CDE Waste Recycling	CDE Waste Recycling	50,000	Permanent	MW.0002/17
16.06.17	Bowling Green Farm	Inert Landfill (quarry restoration)	CDE Inert landfill	950,000 cu. m.	Temporary to 2038	MW.0124/16
21.12.17	Stonepitt Barn	CDE (soil and aggregate) recycling facility.	CDE Waste Recycling	75,000	Permanent	MW.0048/17

* tonnes per annum, except landfill which is expressed as total voidspace, measured in cubic metres
Source: Oxfordshire County Council – information from planning applications and decisions

Achievement of Targets

Target	Target Achieved?	Reason
Sufficient capacity to meet the additional capacity requirements in this policy.		The first milestone for this target is in 2021, and the Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once it is adopted.
Permission granted for reuse, recycling, composting/food waste treatment and residual waste treatment in accordance with policies W4, W5 and C1-C12.		This indicator will be monitored separately under the relevant policies.
Proposals for treatment of residual waste recovered at one of nearest appropriate installations.		No applications for residual waste treatment were received or determined in 2017.
Permissions for residual waste treatment not impeding movement of		No applications for residual waste treatment were received or

waste up waste hierarchy and in accordance with policies W4, W5 and C1-C12.		determined in 2017.
Sites allocated for new facilities in the Part 2 Site Allocations Document allocated in accordance with this policy.		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once it is adopted.

Triggers

- Additional waste management capacity allocated below additional capacity requirements in this policy for this waste management stream, as updated by Annual Monitoring Report.
 - No sites were allocated in 2017, therefore this trigger has not been activated.
- One application permitted for reuse, recycling, composting/food waste treatment and residual waste treatment that does not accord with relevant spatial strategy and policy requirements.
 - This policy was not being given full weight during most of 2017, and so the trigger has not been activated.
- One application for residual waste treatment permitted for which waste will not be recovered at one of the nearest appropriate installations.
 - No applications for residual waste treatment were determined in 2017 and so this trigger has not been activated.
- Residual waste treatment capacity permitted above additional requirement set out in this policy for this waste management stream, as updated by Annual Monitoring Report or not in accordance with policies W4, W5 and C1-C12.
 - No applications for residual waste treatment were determined in 2017 and so this trigger has not been activated.
- One site allocated not in accordance with relevant provisions of the policy.
 - No sites were allocated in 2017, therefore this trigger has not been activated.

Policy W4: Locations for Facilities to Manage the Principal Waste Streams

Target

- Facilities
to be permitted/allocated in accordance with the policy criteria (within the areas identified as appropriate for facilities of that scale in the policy or with access to the lorry route network in accordance with policy C10.

Indicator(s)

- a) **Location of permissions for strategic, non-strategic and small scale waste management facilities/capacity.**

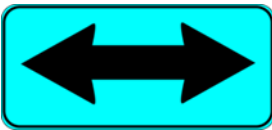
Table 30: Location of Facilities for Principal Waste Streams (Additional Capacity) Granted 2016 and Compliance with Policy W4

Site Name	Type of Facility – Waste	Type of Facility – Scale	Location	Assessment Against Policy W4
New Wintles Farm, Eynsham	CDE waste (aggregate) recycling – increase in capacity at existing facility	Strategic (at least 50,000 tpa)	SP431108	Within Oxford strategic facility zone
Stonepitt Barn, Kingston Road, Frilford	CDE waste recycling (aggregate & soils) – change of use of existing soil recycling facility	Strategic (at least 50,000 tpa)	SU423972	Within Oxford strategic facility zone

- b) **Location of sites allocated for strategic and non-strategic waste management facilities/capacity.**

4.15 This indicator cannot be monitored at this time. Sites will be allocated in the Site Allocations Document and monitoring will commence once the document is adopted.

Achievement of Targets

Target	Target Achieved?	Reason
Facilities to be permitted/allocated in accordance with the policy criteria (within the areas identified as appropriate for facilities of that scale in the policy or with access to the lorry route network in accordance with Policy C10).		<p>This indicator cannot be fully monitored until the Site Allocations Document has been adopted.</p> <p>Permitted facilities were compliant with policy W4, although only one permission was granted after adoption of the Core Strategy in September</p>

		2017, when policies were being given full weight.
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Trigger

- One planning permission granted/site allocated for a facility which does not accord with the policy criteria (in areas within the areas identified as appropriate for facilities of that scale in the policy or with good access to the lorry route network).
 - No sites were allocated in 2017.
 - Planning permissions – one permission was granted after the adoption of the Core Strategy in September 2017, when the policies were being given full weight, which was in accordance with the policy.

Policy W5: Siting of waste management facilities

4.16 The policy states that:

Priority will be given to siting waste management facilities on land that:

- is already in waste management or industrial use; or
- is previously developed, derelict or underused; or
- is at an active mineral working or landfill site; or
- involves existing agricultural buildings and their curtilages; or
- is at a waste water treatment works.

Waste management facilities may be sited on other land in greenfield locations where this can be shown to be the most suitable and sustainable option.

Target

- Facilities permitted/allocated in accordance with requirements of policy.

Indicator(s)

- a) **Number of approved facilities located on land given priority by the policy.**

4.14 Table 31 shows the locations of new and extended strategic, non-strategic and small scale waste management facilities/capacity granted in 2016.

Table 31: Location of Waste Management Facilities for (Additional Area) Granted 2016 and Compliance with Policy W5

4.17 The waste management applications in Table 31 all comply with policy W5,

Site Address	Description of development	Location in Terms of Policy W5
New Wintles Farm, Eynsham	CDE waste (aggregate) recycling – increase in capacity at existing facility	Site already in waste management use
Stonepitt Barn, Kingston Road, Frilford	CDE waste recycling (aggregate & soils) – change of use of existing soil recycling facility	Compliant – involves existing agricultural buildings / existing soil screening operation

although only one permission was granted after adoption of the Core Strategy in September 2017, when policies were being given full weight.

b) Number of approved facilities located on green field land.

4.18 None of the new facilities with additional area approved in 2017 were located on green field land (both extensions to existing facilities).

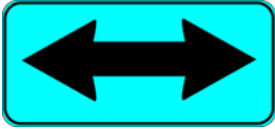
c) Number of allocated sites located on land given priority by the policy.

4.19 This indicator cannot be monitored at this time. Sites will be allocated within the Site Allocations Plan and monitoring will commence once the document has been adopted.

d) Number of allocated sites located on green field land

4.20 This indicator cannot be monitored at this time. Sites will be allocated in the Site Allocations Plan, and monitoring will commence once this is adopted

Achievement of Targets

Target	Target Achieved?	Reason
Facilities permitted/allocated in accordance with requirements of policy.		<p>This indicator cannot be fully monitored until the Site Allocations Plan has been adopted.</p> <p>Permitted facilities were compliant with policy W5, although only one permission was granted after adoption of the Core Strategy in September 2017, when policies were</p>

		being given full weight.
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Trigger

- One planning permission granted/site allocated not in accordance with relevant provisions of the policy.
 - No sites were allocated in 2017.
 - Planning permissions – one permission was granted after the adoption of the Core Strategy in September 2017, when the policies were being given full weight, which was in accordance with the policy.

Policy W6: Landfill and other permanent deposit of waste to land**Target(s)**

- Priority given to use of inert waste that cannot be recycled as infill material in quarry restoration – all inert waste disposal permissions at active or unrestored quarries, or where there would be an overall environmental benefit
- No additional capacity for inert landfill permitted contrary to policy.
- Provision for disposal of Oxfordshire's non-hazardous waste will be made at existing non-hazardous waste facilities.

Indicator(s)**a) Number of applications permitted for inert waste landfilling for restoration purposes.**

4.21 Only one application was permitted in 2017, for inert waste landfilling for restoration purposes; this was as part of mineral extraction (soft sand and crushed rock) at Bowling Green Farm Quarry (details shown in Table 19).

b) Number of applications permitted for the permanent deposit of waste to land, other than to landfill.

4.22 No applications were permitted in 2016 for the permanent deposit of waste to land, other than to landfill.




c) Existing and permitted landfill capacity relative to estimated requirements.

4.23 Appendix 5 shows current estimates of inert and non-hazardous landfill capacity in Oxfordshire. There is currently 6,933,000 m³ of inert landfill capacity and 4,771,000m³ of non-hazardous landfill remaining in Oxfordshire. In 2016, approximately 166,009 tonnes of non-hazardous waste produced in Oxfordshire was sent to landfill and approximately 660,563 tonnes of inert waste was sent to landfill (as shown in Tables 22, 24 and 26). Based on these rates, non-hazardous and inert landfill capacity in Oxfordshire will last to the end of the plan period and beyond, (estimate 1.5t inert waste = 1m³).

d) Number of developments permitted that would reduce non-hazardous landfill capacity.

4.24 No such applications were determined in 2016.

Achievement of Targets

Target	Target Achieved?	Reason
Priority given to use of inert waste that cannot be recycled as infill material in quarry restoration – all inert waste disposal permissions at active or unrestored quarries, or where there would be an overall environmental benefit		The only permission granted in 2017 for inert waste landfill was for the infilling of a quarry for restoration.
No additional capacity for inert landfill permitted contrary to policy.		The only permission granted in 2017 for inert waste landfill was for the infilling of a quarry for restoration. The additional capacity was not contrary to policy as it was being used to enable the restoration of a quarry.
Provision for disposal of Oxfordshire's non-hazardous waste will be made at existing non-hazardous waste facilities.		No additional non-hazardous landfill facilities were permitted or required in 2017.

Triggers

- Permanent deposit of waste to land, other than to landfill permitted contrary to policy – where there would not be an overall environmental benefit
 - This trigger was not activated in 2017.
- Inert landfill capacity permitted contrary to policy.
 - This trigger was not activated in 2017.
- Permission granted for additional non-hazardous landfill capacity
 - This trigger was not activated in 2017.

Policy W7: Management and disposal of hazardous waste

Target

- No reduction in total number of existing and permitted hazardous waste facilities.

Indicator(s)

a) Number, type and capacity of existing and permitted hazardous waste facilities in Oxfordshire.

4.25 Table 32 below shows the currently permitted hazardous waste management facilities in Oxfordshire.

4.26 The operations at site 153 (Merton Street depot) have been approved to be relocated to a new facility (application MW.015/06, approved 15.02.11). However, progress has been held up over changes to the new site layout. There is a district application for housing on the existing depot site (Cherwell 16/00472/OUT), but this is as yet undetermined. It is understood that the Merton Street Depot was still operational in 2017.

Achievement of Targets

Target	Target Achieved?	Reason
No reduction in total number of existing and permitted hazardous waste facilities.		There was no reduction in the number of permitted hazardous waste facilities in 2017.

Trigger

- Any reduction in total number of existing and permitted hazardous waste facilities.
 - This trigger was not activated in 2017.

Table 32: Category 8: Hazardous/Radioactive Waste Management Capacity.

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
153	Merton Street Depot	Grundon	Cherwell	Banbury	SP 465 402	Hazardous/Radioactive	Permanent	3,000
223ii	Allotment Land, Thorpe Meade	Grundon	Cherwell	Banbury	SP 467 403	Hazardous/Radioactive	Committed	5,000
156	Pony Lane	City Insulation	Oxford City	Oxford	SP 556 046	Hazardous/Radioactive	Permanent	50
156	Pony Lane	City Insulation	Oxford City	Oxford	SP 557 047	Hazardous	Permanent	100
152ii	Ewelme No.1	Grundon	South Oxfordshire	Ewelme	SU 646 902	Hazardous/Radioactive	Permanent	11,000
242	Culham JET	CSC Ltd	South Oxfordshire	Culham	SU 536 958	Hazardous/Radioactive	2022	315
053Ai	Harwell Western Storage	Magnox	Vale of White Horse	Harwell	SU 474 866	Hazardous/Radioactive	Permanent	500,000
053Aii	Harwell B462	Magnox	Vale of White Horse	Harwell	SU 474 866	Hazardous/Radioactive	Permanent	3,000
151	Drayton Depot Transfer Station	OCC	Vale of White Horse	Drayton	SU 489 940	Hazardous/Radioactive	Permanent	20,000
267	Oxford Rd Depot	Vale Housing	Vale of White Horse	E. Hanney	SU 421 932	Hazardous	Permanent	100
157	Lower Yard (Unit 8)	Amity Insulation	West Oxfordshire	Eynsham	SP 431 086	Hazardous/Radioactive	Permanent	100
231	Plot J, Lakeside Industrial Estate	Alder and Allen	West Oxfordshire	Standlake	SP 384 044	Hazardous/Radioactive	Permanent	6,000
Total								548,665

Policy W8: Management of agricultural waste**Target**

- No applications approved contrary to the policy.

Indicator(s)

- a) Number of applications approved for treatment of agricultural waste within a unit of agricultural production.**

4.27 No such applications were received or determined in 2017.

Achievement of Target

Target	Target Achieved?	Reason
No applications approved contrary to the policy.		No relevant applications were received or permitted in 2017.

Trigger

- One application approved contrary to the policy.
 - This trigger was not activated in 2017.

Policy W9: Management and disposal of radioactive waste**Target(s)**

- Proposals for treatment or storage of low level radioactive waste to contribute to management or disposal of Oxon waste and meet requirements of C1-C12.
- Proposals for management of intermediate radioactive waste to be at Harwell nuclear licensed site and meet requirements of C1-C12.
- Proposals meeting the needs of an area wider than Oxfordshire only where demonstrated the need cannot be adequately provided for elsewhere and meet requirements C1-C12.
- Specific provision made in Part 2 Site Allocations in accordance with policy.

Indicator(s)

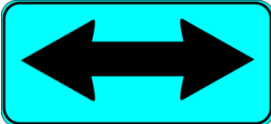
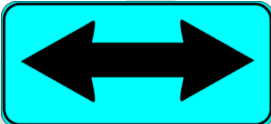

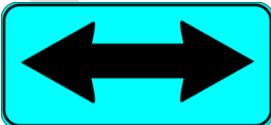
- a) Permissions issued for management and disposal of low level and intermediate level radioactive waste.**

4.28 No such applications were received or determined in 2017.

- b) Specific provision made in Part 2 Site Allocations Document for treatment and storage of low level and intermediate level waste.**

4.29 The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan has been adopted.

Achievement of Targets

Target	Target Achieved?	Reason
Proposals for treatment or storage of low level radioactive waste to contribute to management or disposal of Oxon waste and meet requirements of C1-C12.		No applications for the treatment or storage of low level waste were received or determined in 2017.
Proposals for management of intermediate radioactive waste to be at Harwell nuclear licensed site and meet requirements of C1-C12.		No applications for management of intermediate radioactive waste were received or determined in 2017.
Proposals meeting the needs of an area wider than Oxfordshire only where demonstrated the need cannot be adequately provided for elsewhere and meet requirements C1-C12.		No relevant applications were received or determined in 2017.
Specific provision made in Part 2 Site Allocations in accordance with policy		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once this is adopted.

Triggers

- One application approved for low level radioactive waste management that does not significantly contribute to meeting needs of Oxfordshire and wider needs can be adequately provided for elsewhere and/or does not meet requirements of C1-C12.
 - This trigger was not activated in 2017.

- One application approved for intermediate radioactive waste management that is not at Harwell licensed nuclear site and/or contributes to wider needs that could be adequately provided for elsewhere and/or does not meet requirements of C1-C12.
 - This trigger was not activated in 2016.
- One site allocated in the Site Allocations Document that does not accord with the policy.
 - This trigger has not been activated, as the Site Allocations Document has not yet been adopted.

Policy W10: Management and disposal of waste water and sewage sludge

Target(s)


- Applications granted for the management and disposal of waste water and sewage sludge planning permission is accordance with policy.

Indicator(s)

- a) **Permissions granted for proposals for the management and disposal of waste water and sewage sludge.**

4.30 No permissions were granted for the management or disposal of waste water or sewage sludge during 2017.

Achievement of Targets

Target	Target Achieved?	Reason
Applications granted for the management and disposal of waste water and sewage sludge planning permission is accordance with policy		No permissions were granted for the management or disposal of waste water or sewage sludge during 2017.

Trigger

- One application permitted contrary to the policy.
 - This trigger was not activated in 2017, as no such applications were received or determined.

Policy W11: Safeguarding waste management sites

Target


- Refusal of applications with an objection from OCC, or contrary to the policy.

Indicator(s)

- a) **Decisions resulting in non-waste management uses on sites with permission for operational waste sites with planning permission for:**
- **Operational waste sites with planning permission;**
 - **Sites with planning permission for waste use not yet brought into operation;**
 - **Vacant sites previously used for waste management uses; or**
 - **Sites allocated for waste management in the Site Allocations Document.**

- 4.31 No district planning applications were granted by district councils in 2017 for development that would prevent or prejudice the relevant waste management sites from operating. An application is still pending for development of the site at Merton Street Depot, however OCC did not raise an objection to this, as the capacity would be provided elsewhere.
- 4.32 The County Council is signatory to a Statement of Common Ground regarding West Oxfordshire District Council's proposed allocation of a Garden City at Eynsham in their Local Plan and the impact on New Wintles Farm waste processing site. The County Council is not objecting to the allocation, provided that wording is added to the proposed policy to ensure that New Wintles Farm can remain operational.
- 4.33 Oxford City Council consulted on its Local Plan Preferred Options in August 2017. The County Council raised concerns regarding the non-waste uses proposed for existing waste management facilities, including Cowley Marsh Depot. Oxford City Council have since clarified that the depot would be relocated; this would include the waste use at the depot.

Achievement Target

Target	Target Achieved?	Reason
Refusal of applications with an objection from OCC, or contrary to the policy.		No applications were permitted by the County Council in 2017 that would prevent or prejudice the use of a site safeguarded for waste use.

Triggers

- One application permitted by District with an objection from OCC.
 - This trigger was not activated in 2017.
- One application permitted by OCC leading to development which would prevent or prejudice the use of a site safeguarded for waste use.

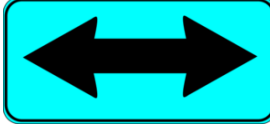
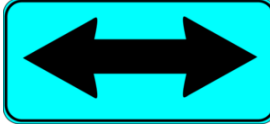
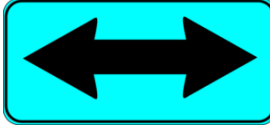
- This trigger was not activated in 2017.

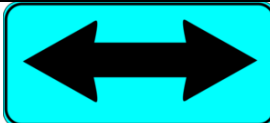
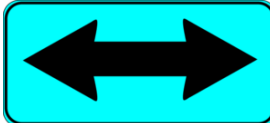
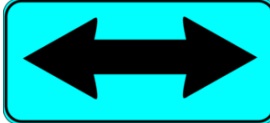
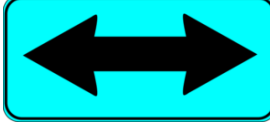
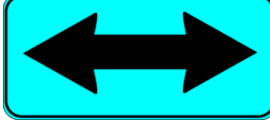
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5.0 Monitoring of Policy Implementation – Core Policies

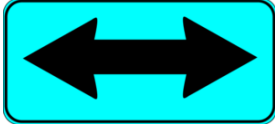
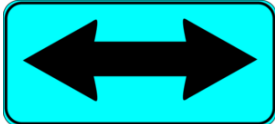
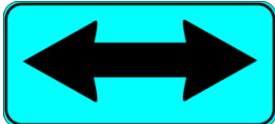
Table 34: Assessment of Performance against Core Policies

5.1 This table is a template to show how the Core Policies will be monitored in the next AMR. It has not been completed for applications determined in 2017, because the Core Strategy was not adopted until September 2017 and so the policies could not be given full weight over most of the monitoring period.

Core Policies								
Policy	Strategic Objective	Indicator(s)	Responsibility for Implementation	How	Timescale for Implementation	Target	Trigger	Performance against the Trigger
C1 Sustainable development	Minerals i, viii, xi Waste i, iv, ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All of approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C2 Climate change	Minerals vi Waste iii, vi	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All of approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C3 Flooding	Minerals vi	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All of approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C4 Water environment	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All of approved applications taking into account relevant	One application permitted which does not take into account relevant	

						requirements of the policy.	requirements of the policy.	
C5 Local environment, amenity and economy	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C6 Agricultural land and soils	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C7 Biodiversity and geodiversity	Minerals viii, ix, x Waste ix,	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C8 Landscape	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C9 Historic environment and archaeology	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C10	Minerals vii	Permissions	OCC	DM	On-going	All approved	One application	

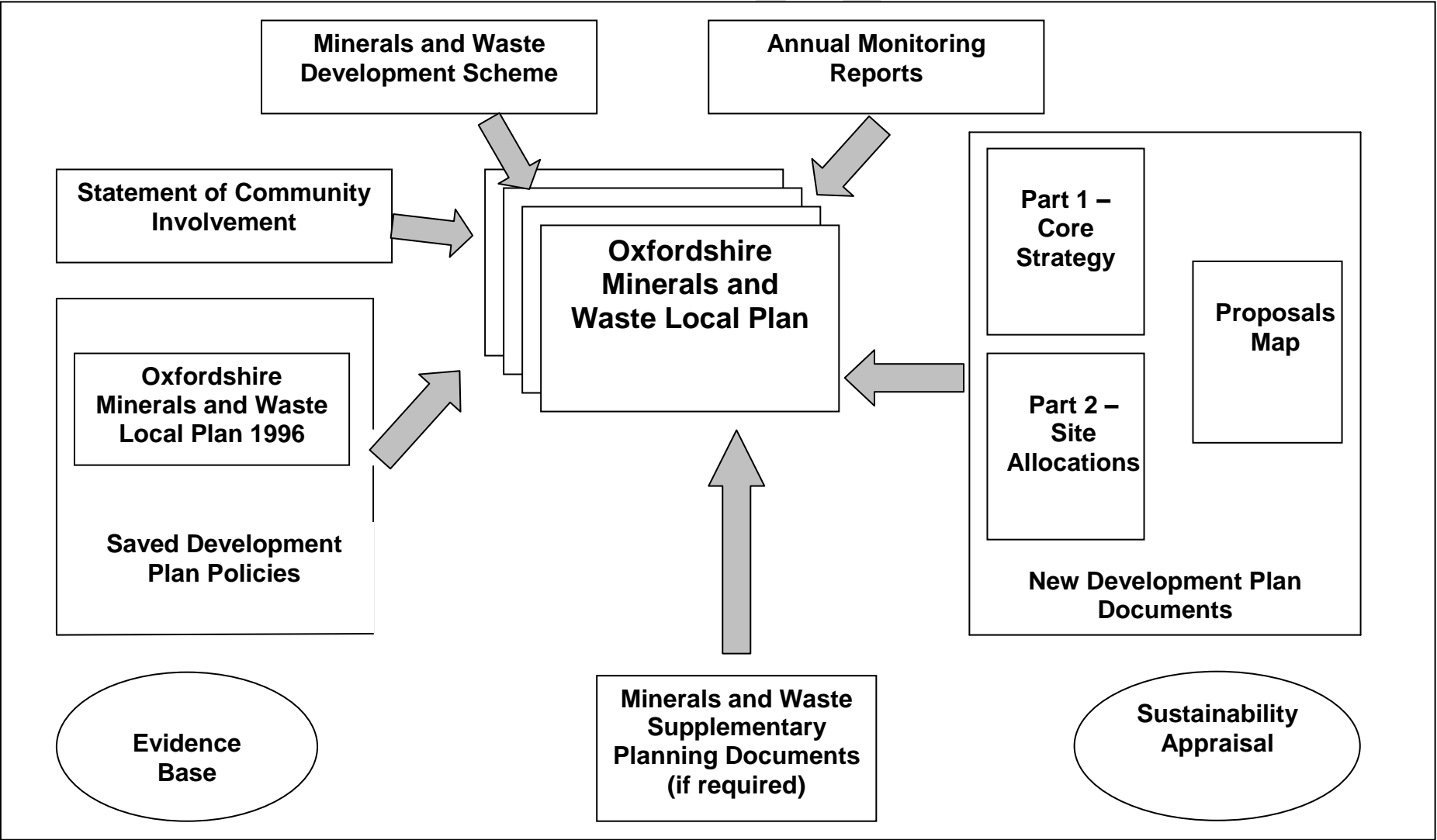
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Transport	Waste iv,	granted in accordance with policy		decisions	(annual monitoring)	applications taking into account relevant requirements of the policy.	permitted which does not take into account relevant requirements of the policy	
C11 Rights of way	Minerals viii, ix Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C12 Green Belt	Minerals viii, ix Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	

Appendix 1: The Oxfordshire Minerals and Waste Local Plan – How the Separate Documents Fit Together

(from Oxfordshire Minerals and Waste Development Scheme (Seventh Revision) 2016 (February 2016))

Page 170



Appendix 2: Schedule and Programme of the Proposed Local (Minerals and Waste) Development Documents

(from Oxfordshire Minerals and Waste Development Scheme (Seventh Revision) 2016 (February 2016))

Document Title, Status and Geographic Area	Summary of Subject Matter	Chain of Conformity	Commence Preparation	Community Engagement & Consultation (Reg. 18)	Publish Proposed Submission Document (Reg. 19)	Submit to Secretary of State (Reg. 22)	Independent Examination (Reg. 24)	Inspector's Report (Reg 25)	Adoption (Reg. 26)
Statement of Community Involvement Non - Development Plan Document Covers the whole of Oxfordshire	To set out the Council's policy on community involvement in local (minerals and waste) development documents and planning applications	Must be in conformity with legislative requirements	<i>Commenced March 2005</i>	<i>Issues & options consultation Sept 2005; Preferred options consultation Oct 2005</i>	<i>n/a</i>	<i>Submitted Feb 2006</i>	<i>Hearing held July 2006</i>	<i>Inspector's Report received July 2006</i>	<i>Adopted Nov 2006</i>
Review of Statement of Community Involvement As above	As above	As above	<i>Commenced May 2014</i>	<i>Public consultation on draft revised SCI Sept – Oct 2014</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>March 2015</i>
Minerals and Waste Local Plan: Part 1 – Core Strategy Development Plan Document	To set out the Council's vision, objectives, spatial strategy and core policies for the supply of minerals and management of	Must conform with legislative requirements and national planning policy *	<i>Commenced March 2005</i>	<i>Initial issues & options consultation June 2006; Initial preferred options consultation Feb 2007; Further engagement & consultation on issues and options and</i>	<i>Published for representations to be made Aug 2015</i>	<i>Submitted for examination Dec 2015</i>	<i>Examination Hearings May 2016</i>	Receive and publish Inspector's report August 2016	Adopt Core Strategy Nov 2016

Covers the whole of Oxfordshire	waste in Oxfordshire over the period to 2031			<i>preferred options Feb 2010 – Jan 2011; Consultation on draft (preferred) minerals & waste strategies Sept – Oct 2011 Consultation on revised draft Core Strategy Feb – March 2014</i>					
Minerals and Waste Local Plan: Part 2 – Site Allocations Development Plan Document Covers the whole of Oxfordshire	To make provision and identify sites for minerals and waste management development for Oxfordshire, in accordance with the Core Strategy; and provide the detailed policy framework for development management decisions	Must be in conformity with the Core Strategy	Commence June 2016 (after Core Strategy examination)	Community and stakeholder engagement and consultation on site options Sept 2016 – Feb 2017 Consultation on draft Site Allocations document Sept – Oct 2017	Publish for representations to be made May 2018	Submit for examination Aug 2018	Examination hearings Nov 2018	Receive and publish Inspector's report Feb 2019	Adopt Site Allocations document April 2019

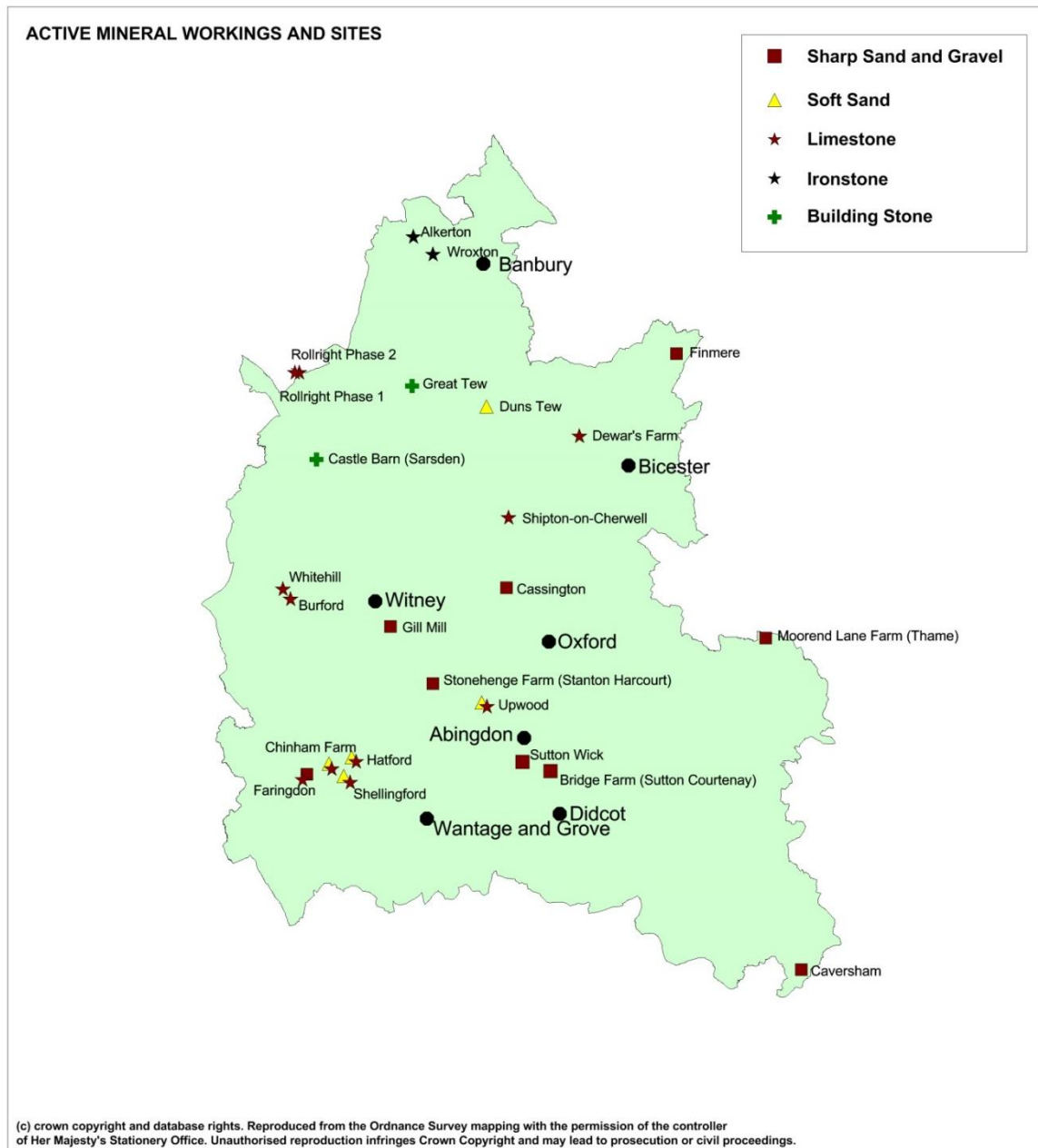
Regulation (Reg.) numbers refer to The Town and Country Planning (Local Planning) (England) Regulations 2012.

Stages in italics have already been completed.

* National planning policy is contained in the National Planning Policy Framework, March 2012 and National Planning Policy for Waste, October 2014.

The need for any supplementary planning documents (e.g. minerals and waste development code of practice; and restoration and after-use of minerals and waste sites) will be kept under review; these documents are not included in this Development Scheme.

Appendix 3: Active Mineral Working Sites in Oxfordshire



Name of Quarry	Operator	Location
Burford Quarry	Smith & Sons (Bletchington) Ltd.	Burford Road, Brize Norton, OX18 3NN
Dewars Farm Quarry	Smith & Sons (Bletchington) Ltd.	Ardley Road, Middleton Stoney, Bicester, OX27 7PH
Duns Tew Quarry	Smith & Sons (Bletchington) Ltd.	Horsehay Farm, Duns Tew Road, Middle Barton, OX7 7DQ
Gill Mill Quarry	Smith & Sons (Bletchington) Ltd.	Standlake Road, Ducklington, Witney, OX29 7PP
Whitehill Quarry	Smith & Sons (Bletchington) Ltd.	Oxford Road, Burford, OX18 4ET
Rollright Quarry (Phase II)	Smith & Sons (Bletchington) Ltd.	Little Rollright, Chipping Norton, OX7 5QD
Rollright Quarry (Phase I)	Hanson UK	Stratford Road, Great Rollwright, Chipping Norton, CV36 5NY
Stanton Harcourt Quarry (Stonehenge Farm)	Hanson UK	Linch Hill, Stanton Harcourt, Oxfordshire, OX29 5BJ
Cassington Quarry	Hanson UK	Eynsham Road, Cassington, Oxfordshire, OX29 4DE
Sutton Courtenay Quarry (Bridge Farm)	Hanson UK	Appleford, Abingdon, Oxfordshire, OX14 4PP
Chinham Farm Quarry	Hills Quarry Products Ltd.	Bowling Green Farm, Stanford Road, Faringdon, Oxfordshire, SN7 8EZ
Upwood Quarry	Hills Quarry Products Ltd.	Besselsleigh, Abingdon, Oxfordshire, OX13 5QE
Hatford Quarry	Earthline Ltd. (Hatford Quarry Ltd.)	Sandy Lane, Hatford, Faringdon, Oxfordshire, SN7 8HE
Shellingford Quarry	Earthline Ltd. (Multi-Agg Ltd.)	Standford-in the Vale, Nr Faringdon, Oxfordshire, SN7 8HE
Shipton-on-Cherwell Quarry	Earthline Ltd. (Shipton Ltd.)	Bunkers Hill, Shipton-on-Cherwell, Oxfordshire, OX5 3BA
Wroxton Quarry	Peter Bennie Ltd.	Wroxton Heath, Wroxton, Banbury, Oxfordshire, OX15 6QN
Alkerton Quarry	Peter Bennie Ltd.	Stratford Road, Alkerton, Banbury, Oxfordshire.
Sutton Wick Quarry	H Tuckwell & Sons Ltd.	Sutton Wick, Abingdon, Oxfordshire, OX14 4AB
Great Tew Quarry	Great Tew Farms	Butchers Hill, great Tew, Chipping Norton,

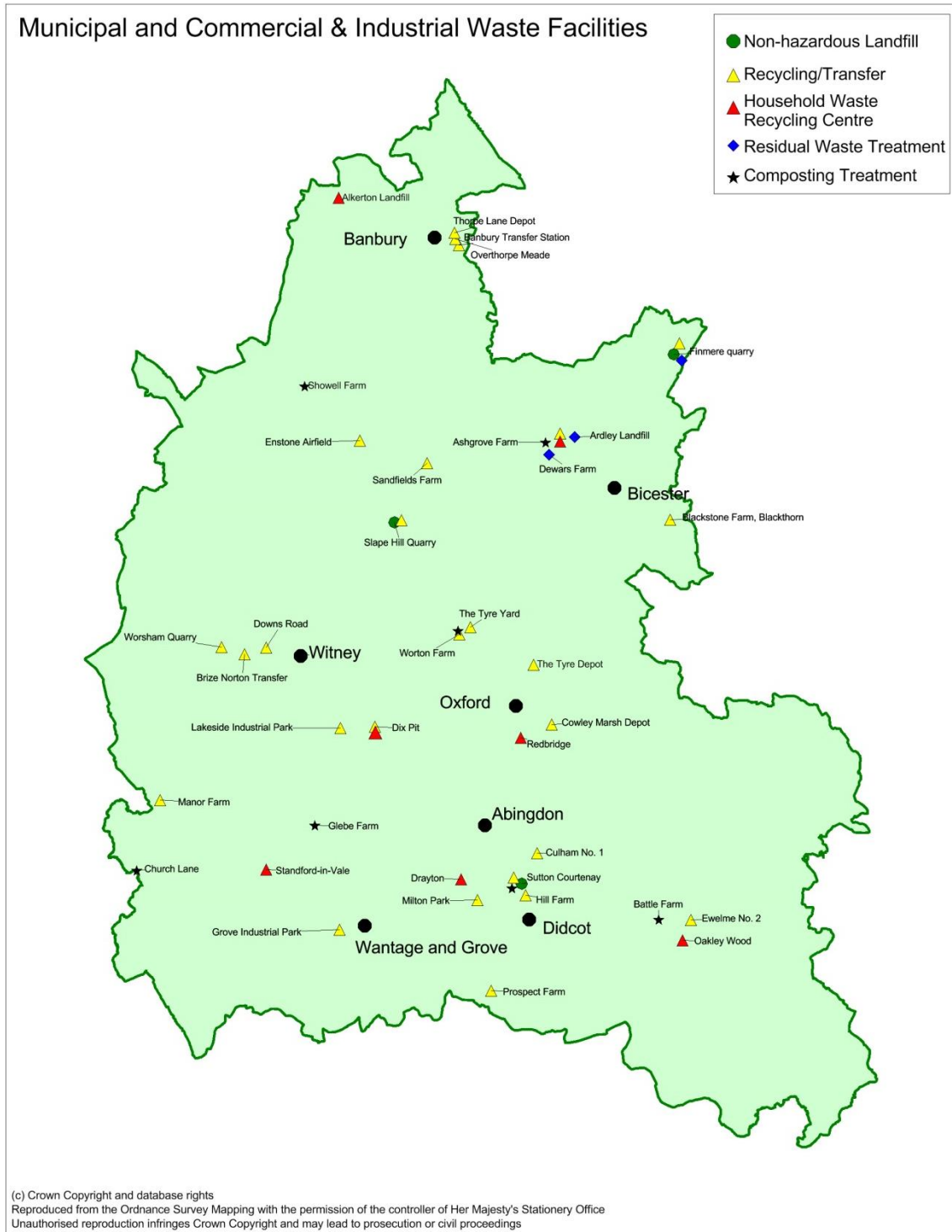
		Oxfordshire.
Moorend Lane Farm Quarry	David Einig Contracting Ltd.	Moorend Lane Farm, Moorend Lane, Thame, Oxfordshire, OX9 3HW
Finmere Quarry	Opes Industries Ltd	Banbury Road, Finmere, Buckingham, MK18 4AJ
Faringdon Quarry	Grundon Sand and Gravel Ltd.	Faringdon, Oxfordshire, SN7 7PQ
Caversham Quarry	Lafarge Tarmac	Playhatch Road, Sonning Eye, Reading, Oxfordshire, RG4 6TX
Castle Barn Quarry	Downe Stone LLP	Fairgreen Farm, Sarsden, Chipping Norton, Oxfordshire.

Appendix 4: Permitted Waste Management Facilities in Oxfordshire

Map A: Location of Construction, Demolition & Excavation waste facilities and sites, including recycled and secondary aggregate sites.



Map B: Location of Municipal and Commercial & Industrial Waste Facilities and Sites



Appendix 5: Capacity of Waste Management Facilities in Oxfordshire

Category 1a: Non-hazardous Landfill

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Permitted End Date	Anticipated End Date	Void (m3) (Dec 2016)
11i	Finmere Quarry	Opes Industries	Cherwell	Finmere	SP 628 322	Non- Hazardous Landfill	Temporary, 2035	2035	592,340 ¹⁴
004i	Slope Hill	Sheehans	West Oxfordshire	Glympton	SP 423 196	Non- Hazardous Landfill	Temporary, 2019	May-19	16,000 ¹⁵
010i	Sutton Courtenay	FCC	Vale of White Horse	Sutton Courtenay	SU 515 930	Non- Hazardous Landfill	Temporary, 2030	2030	4,477,241 ¹⁶
									5,085,581

Category 1b: Hazardous Landfill

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Permitted End Date	Anticipated End Date	Void (m3) (Dec 2015)
022i	Ardley Landfill	Viridor	Cherwell	Ardley	SP 543 259	Non- Hazardous Landfill (SNRHW)	Temporary, 2019	Jun-15	0

¹⁴ EA Remaining Landfill Capacity Tables 2016

¹⁵ EA Remaining Landfill Capacity Tables 2016

¹⁶ EA Remaining Landfill Capacity Tables 2016

Category 2: Inert Landfill

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Permitted End Date	Anticipated End Date	Void m3 (Dec 2016)
011iii	Finmere Quarry Landfill	Opes Industries	Cherwell	Finmere	SP 628 322	Inert Landfill	Temporary, 2018	2018	0 ¹⁷
022ii	Ardley Fields Landfill	Viridor	Cherwell	Ardley	SP 543 259	Inert Landfill	Temporary, 2019	2015	0 ¹⁸
030i	Shipton Quarry Landfill	Earthline	Cherwell	Shipton-on-Cherwell	SP 478 174	Inert Landfill	Temporary, 2025	2025	1,740,000 ¹⁹
013i	Ewelme No.2 Landfill	Grundon	South Oxfordshire	Ewelme	SP 646 905	Inert Landfill	Temporary, 2032	2032	133,300 ²⁰
274	Moorend Lane Farm	David Einig Contracting Ltd.	South Oxfordshire	Thame	SP 713 067	Inert Landfill	Temporary, 2022	2022	64,000 ²¹
002i	Prospect Farm	Raymond Brown	Vale of White Horse	Chilton	SU 498 851	Inert Landfill	Unspecified	Unspecified	0 ²²
118ii	Tubney Wood Landfill	Hills	Vale of White Horse	Tubney	SP 449 006	Inert Landfill	Temporary, 2015	2015	0 ²³

¹⁷ EA Remaining Landfill Capacity Tables 2016

¹⁸ Operator confirmed site has ceased to import waste

¹⁹ EA Remaining Landfill Capacity Tables 2016

²⁰ EA Remaining Landfill Capacity Tables 2016

²¹ Based on original estimate of imported materials (93,000m³). Operations commenced March 2014, eight years until final restoration in 2022.

²² EA Remaining Landfill Capacity Tables 2016

²³ EA Remaining Landfill Capacity Tables 2016

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229i	Shellingford Quarry Landfill	Earthline	Vale of White Horse	Shellingford	SU 328 937	Inert Landfill	Temporary, 2028	2028	1,630,000 ²⁴
230	Chinham Farm	Hills	Vale of White Horse	Stanford in the Vale	SU 313 948	Inert Landfill	Temporary, 2019	2018	33,300 ²⁵
247i	Upwood Quarry	Hills	Vale of White Horse	Tubney	SP 452 003	Inert Landfill	2029	2029	353,304 ²⁶
N/A	Childrey Quarry	Mr. D. Lewis	Vale of White Horse	Childrey		Inert Landfill	Temporary, 2019	2019	3,000 ²⁷
N/A	Bowling Green Farm	Hills	Vale of White Horse	Stanford in the Vale	SU 313 948	Inert Landfill	Commitment	2038	950,000 ²⁸
028i	Gill Mill Quarry (Area 13)	Smiths of Bletchington	West Oxfordshire	Ducklington	SP 370 078	Inert Landfill	Temporary, 2020	2020	0 ²⁹
028i	Gill Mill (extension)	Smiths	West Oxfordshire	Ducklington	SP 370 078	Inert landfill	Temporary, 2041	2041	950,000 ³⁰
N/A	Enstone Quarry		West Oxfordshire			Inert Landfill	Unavailable	Unavailable	100,000 ³¹
121ii	Old Brickworks Farm	R Miller	Cherwell	Bletchington	SP 518 158	Inert Landfill	Temporary, 2017	2017	45,000 ³²

²⁴ EA Remaining Landfill Capacity Tables 2016

²⁵ Estimate of remaining void at year end 2016 (50,000 tonnes)

²⁶ EA Remaining Landfill Capacity Tables 2016

²⁷ From application MW.0006/17 approved 27.04.17

²⁸ Application for extension to quarry with infill by inert restoration (MW.0124/16) approved 16.06.17

²⁹ Based on 2015 estimated remaining void and 2016 inputs

³⁰ Application for extension to quarry with infill by inert restoration (MW.0050/13) approved 15.06.15

³¹ Unrestored quarry

³² Application for revised restoration scheme in 2017 (MW.0079/17) will, if approved, reduce this to zero.

N/A	Cassington Quarry	Hanson Quarry Products Ltd.	Cherwell	Yarnton	SP 471 113	Inert Landfill	Commitment	2022	50,000 ³³
265	Woodeaton Quarry	McKenna	South Oxfordshire	Woodeaton	SP533122	Inert Landfill	Commitment	2026	340,000 ³⁴
290	Caversham (extension)	Lafarge	South Oxfordshire	Eye & Dunsden	SU748767	Inert landfill	Commitment	2028	860,000 ³⁵
									7,251,904

Category 3: MSW/C&I Recycling/Transfer

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
9i	Worton Farm	M&M Skip Hire	Cherwell	Yarnton	SP 471 113	Recycle/Transfer	Permanent	60,000
22iii	Ardley HWRC	Viridor	Cherwell	Ardley	SP 543 259	Recycle/Transfer (HWRC)	Temporary, 2019	7,500
22v	Ardley Landfill	Viridor	Cherwell	Ardley	SP 543 259	Recycle/Transfer	2019	10,000
23ii	Alkerton landfill	S&W Recycling	Cherwell	Alkerton	SP 383 432	Recycle/Transfer (HWRC)	Temporary, 2026	6,500
143	Banbury Transfer Station	Grundon	Cherwell	Banbury	SP 469 402	Recycle/Transfer	Permanent	9,000

³³ This estimate was used in the Waste Needs Assessment 2015. No further information on remaining voidspace has been included in recent application for the extension of time for quarry operations and restoration by inert fill (MW.0158/15) granted 16.06.2016, therefore until better information is available this estimate is used.

³⁴ Details in planning application MW.0015/12 approved 23.12.15. As yet not commenced.

³⁵ Details in planning application MW.0158/11 approved 20.08.14. Operator confirmed operations due to commence spring 2018.

CMDE9

173	Charlett Tyre Yard	Charlett Tyres	Cherwell	Yarnton	SP 480 119	Recycle/Transfer	Permanent	1,000
223i	Allotment Land, Thorpe Meade	Grundon	Cherwell	Banbury	SP 467 403	Recycle/Transfer	Committed	60,000
258	Thorpe Lane Depot	Cherwell DC	Cherwell	Banbury	SP 467 406	Recycle/Transfer	Permanent	100
282	Blackstone Farm	N Mauger	Cherwell	Blackthorn	SP627 200	Recycle/Transfer	Permanent	15,000
161	Redbridge Waste Centre	W&S Recycling	Oxford City	Oxford	SP 518 038	Recycle/Transfer (HWRC)	Permanent	15,600
163	Cowley Marsh Depot	City Council	Oxford City	Oxford	SP 541 048	Recycle/Transfer	Permanent	3,000
13ii	Ewelme No.2	Grundon	South Oxfordshire	Ewelme	SP 646 905	Recycle/Transfer	2032	25,000
13iv	Ewelme No.2	Grundon	South Oxfordshire	Ewelme	SP 646 905	Recycle/Transfer	2032	12,000
24	Oakley Wood	W&S Recycling	South Oxfordshire	Nuffield	SU 640 890	Recycle/Transfer (HWRC)	Permanent	9,900
182	Tyre Depot	Philips Tyres	South Oxfordshire	Elsfield	SP 527 092	Recycle/Transfer	Permanent	1,500
216	Culham No.1	Green Star	South Oxfordshire	Culham	SU 531 953	Recycle/Transfer	Permanent	50,000
002ii	Prospect Farm	Raymond Brown	Vale of White Horse	Chilton	SU 498 851	Recycle/Transfer	2020	35,000
010iii	Sutton Courtenay Transfer Station & MRF	FCC	Vale of White Horse	Sutton Courtenay	SU 515 930	Recycle/Transfer	2030	160,000 ³⁶
141ii	Grove Industrial Park	Aasvogel	Vale of White Horse	Grove	SU 385 895	Recycle/Transfer	Permanent	5,000
144	Hill Farm	J James Ltd	Vale of White Horse	Appleford	SU523922	Recycle/Transfer	Permanent	20,000 ³⁷
159	Drayton WRRRC	W&S Recycling	Vale of White Horse	Drayton	SU 475 933	Recycle/Transfer (HWRC)	Permanent	12,400
160	Stanford-in-Vale HWRC	W&S Recycling	Vale of White Horse	Stanford-in- Vale	SU 330 939	Recycle/Transfer (HWRC)	Permanent	7,600
251	Milton Park	Oxford Wood	Vale of White Horse	Milton	SU 487 918	Recycle/Transfer	Permanent	500

³⁶ Updated estimate, November 2017

³⁷ Updated estimate, November 2017

CMDE9

003i	Dix Pit HWRC	FCC	West Oxfordshire	Stanton Harcourt	SP 410 045	Recycle/Transfer (HWRC)	2028	14,100
003iii	Dix Pit Transfer Station	FCC	West Oxfordshire	Stanton Harcourt	SP 410 045	Recycle/Transfer	2028	0 ³⁸
004iii	Slape Hill Quarry	Sheehans	West Oxfordshire	Glympton	SP 423 196	Recycle/Transfer	2018	20,000
116iii	Worsham Quarry	Fraser Evans	West Oxfordshire	Minster Lovell	SP 296 103	Recycle/Transfer	Permanent	12,000
142i	Sandfields Farm	K J Millard	West Oxfordshire	Over Norton	SP 447 240	Recycle/Transfer	Permanent	3,000
149	Brize Norton X-fer	Ebsworth	West Oxfordshire	Minster Lovell	SP 313 098	Recycle/Transfer	Permanent	12,000
204	Downs Road (old FloGas site)	May Gurney	West Oxfordshire	Witney	SP 329 103	Recycle/Transfer	Permanent	15,000
214	Manor Farm	KWC Amor	West Oxfordshire	Kelmscott	SU 251 990	Recycle/Transfer	Permanent	200
228	Unit 1, Enstone Airfield	Viridor	West Oxfordshire	Enstone	SP 397 256	Recycle/Transfer	Permanent	30,000
241	Lakeside Park	Micks Skips	West Oxfordshire	Standlake	SP 384 044	Recycle/Transfer	Permanent	23,000
011ii	Finmere Quarry	Opes Industries	Cherwell	Finmere	SP 628 322	Recycle/Transfer	Not operational	90,000
							Total (operational)	655,900
							Total (non-operational)	90,000
							Total	745,900

³⁸ This transfer station bulks residual waste for transfer to Ardley EfW facility. Therefore to avoid double counting, capacity has been set to 0.

Category 4: Residual Waste Treatment

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
22iv	Ardley Landfill	Viridor	Cherwell	Ardley	SP 543 259	Residual Treatment	2049	300,000
269	Dewars Farm	Smiths of Bletchington Raymond Brown	Cherwell	Middleton Stoney	SP 537 247	Residual Treatment	2021	0
							Total	300,000

Category 5: Composting/Biological Treatment

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
009ii	Worton Farm	Agrivert	Cherwell	Yarnton	SP 471 113	Compost/Food treatment	Permanent	48,500 ³⁹
014ii	Ashgrove Farm	Agrivert	Cherwell	Ardley	SP 534 256	Compost/Food treatment	Permanent	35,000
17i/ii	Battle Farm	Agrivert	South Oxfordshire	Crowmarsh	SU 622 905	Compost/Food treatment	Permanent	93,500 ⁴⁰
10ii	Sutton Courtenay Landfill	FCC	Vale of White Horse	Sutton Courtenay	SU 515 930	Compost/Food treatment	2030	40,000
016	Glebe Farm	Agrivert	Vale of White Horse	Hinton Waldrist	SU 366 972	Compost/food treatment	2024	5,000

³⁹ Updated estimate, November 2017⁴⁰ Updated estimate, November 2017

CMDE9

124	Church Lane	National Trust	Vale of White Horse	Coleshill	SU 234 938	Compost/Food treatment	Permanent	100
015	Showell Farm	Agrivert	West Oxfordshire	Chipping Norton	SP 356 296	Compost/Food treatment	Permanent	21,000
Total								243,100

Category 6: CDE Recycling

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
009iii	Worton Farm (Cresswell Field)	David Einig Contracting Ltd.	Cherwell	Yarnton	SP 471 113	CDE Recycling	Permanent	48,000
030ii	Shipton Quarry	Earthline	Cherwell	Shipton-on-Cherwell	SP 478 174	CDE Recycling	2025	75,000 ⁴¹
070	NW Corner of TW Depot	Clancy Docwra	Cherwell	Kidlington	SP 476 153	CDE Recycling	Permanent	20,000
133i	Newlands Farm	Smiths of Bloxham	Cherwell	Bloxham	SP 439 352	CDE Recycling	Permanent	32,000
145	Ferris Hill Farm	Matthews	Cherwell	Hook Norton	SP 355 351	CDE Recycling	Permanent	1,000 ⁴²
283	Barford Road Farm	North Oxfordshire Topsoil Ltd	Cherwell	South Newington	SP412 330	CDE Recycling (Soil)	Permanent	5,000
005	Playhatch Quarry	Grabloader	South Oxfordshire	Eye & Dunsden	SU 740 765	CDE Recycling	Permanent	70,000 ⁴³
013iii	Ewelme No.2	Grundon	South Oxfordshire	Ewelme	SP 646 905	CDE Recycling	2032	8,000

⁴¹ Updated estimate, November 2017⁴² Updated estimate, November 2017⁴³ Based on updated estimate, November 2017 and Planning permission limit

CMDE9

184	Rumbolds Pit	Richard Hazel	South Oxfordshire	Ewelme	SU 645 927	CDE Recycling	Permanent	20,000
256	Hundridge Farm	Onsyany Skips	South Oxfordshire	Ipsden	SU 669 854	CDE Recycling	Permanent	5,000
002iii	Prospect Farm	Raymond Brown	Vale of White Horse	Chilton	SU 498 851	CDE Recycling	2020	35,000
010iv	Sutton Courtenay Landfill	Hanson	Vale of White Horse	Sutton Courtenay	SU 515 930	CDE Recycling	2030	62,500
141i	Grove Industrial Park	Aasvogel	Vale of White Horse	Grove	SU 385 895	CDE Recycling	Permanent	40,000
229ii	Shellingford Quarry	Earthline	Vale of White Horse	Shellingford	SU 328 937	CDE Recycling	2021	60,000 ⁴⁴
247ii	Upwood Park	Hills	Vale of White Horse	Tubney	SP 452 003	CDE Recycling	2029	8,000
263	Swannybrook Farm	NAP Grab Hire	Vale of White Horse	Kingston Bagpuize	SU 407 967	CDE Recycling (soil)	Permanent	20,000
001	Shipton Hill	Hickman Bros	West Oxfordshire	Fulbrook	SP 267 138	CDE Recycling	Permanent	9,000
008ii	New Wintles Farm	McKenna	West Oxfordshire	Eynsham	SP 431 108	CDE Recycling	Permanent	170,000 ⁴⁵
028iii	Gill Mill Quarry	Smiths of Bletchington	West Oxfordshire	Ducklington	SP 370 078	CDE Recycling	2040	120,000
142ii	Sandfields Farm	K J Millard	West Oxfordshire	Over Norton	SP 447 240	CDE Recycling	Permanent	9,600
236i	Dix Pit Complex	Sheehans	West Oxfordshire	Stanton Harcourt	SP 403 050	CDE Recycling	2029	98,000
241ii	Lakeside Park	Micks Skips	West Oxfordshire	Standlake	SP 384 044	CDE Recycling	Permanent	2,000
257	Cemex Batching	Fergal Contracting	West	Hardwick	SP 387 057	CDE Recycling	Permanent	20,000 ⁴⁶

⁴⁴ Updated estimate based on WDI 2016 throughput and updated estimate, November 2017

⁴⁵ Planning application to increase throughput (MW.0002/17) approved 08.03.2017

⁴⁶ Updated estimate, November 2017

CMDE9

			Oxfordshire					
260	Burford Quarry	Pavestone UK	West Oxfordshire	Burford	SP 269 107	CDE Recycling	2024	500
151	Drayton Depot	OCC	Vale of White Horse	Drayton	SU 489 940	CDE Recycling	Permanent	20,000
N/A	Enstone Airfield	David Einig Contracting Ltd.	West Oxfordshire	Enstone	SP389 263	CDE Recycling	2021	20,000
282	Blackstone Farm	N Mauger	Cherwell	Blackthorn	SP627 200	CDE Recycling	Non-operational, permanent	15,000
121i	Old Brickworks Farm	R Miller	Cherwell	Bletchington	SP 518 158	CDE Recycling	Non-operational, 2017	40,000
114	Appleford Sidings	Hanson	Vale of White Horse	Sutton Courtenay	SU 520 931	CDE Recycling	Non-operational, Permanent	100,000
103	Lakeside Park	Ethos Recycling	West Oxfordshire	Standlake	SP 383 044	CDE Recycling	Non-operational, Permanent	25,000
236ii	Dix Pit Complex (Soils)	Sheehans	West Oxfordshire	Stanton Harcourt	SP 403 050	CDE Recycling	No Permission	0
							Total (operational)	978,600
							Total (non-operational)	180,000
							Total	1,158,600

Category 7: Metal Recycling

No.	Site	Operator	District	Parish	Grid Ref	Facility	Status	Capacity
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CMDE9

						Category		(tpa)
126	Varney's Garage	Panozzo/Grazzi	Cherwell	Hornton	SP 380 457	Metal Recycling	Permanent	600
127	Thorpe Mead 2a/3a	Banbury Motors	Cherwell	Banbury	SP 469 403	Metal Recycling	Permanent	300
133ii	Newlands Farm	Smiths	Cherwell	Bloxham	SP 439 352	Metal Recycling	Permanent	50,000
137	Windmill Nursery	Dulcie Hughes	Cherwell	Blackthorn	SP 609 207	Metal Recycling	Permanent	10,000
186	Jackdaw Lane	Metal Salvage	Oxford City	Oxford	SP 524 051	Metal Recycling	Permanent	1,000
128	Berinsfield Car Breakers	Auto Storage	South Oxfordshire	Berinsfield	SU 570 958	Metal Recycling	Permanent	1,000
129	Milton Pools	R L Mead	South Oxfordshire	Gt. Haseley	SP 654 032	Metal Recycling	Permanent	1,000
138	Mains Motors, Woodside	Main Motors	South Oxfordshire	Ewelme	SU 649 893	Metal Recycling	Permanent	10,000
205	Greenwoods	Yassine Saleh	South Oxfordshire	Garsington	SP 576 018	Metal Recycling	Permanent	300
239	Menlo Industrial Park	ASM	South Oxfordshire	Thame	SP 691 054	Metal Recycling	Permanent	25,000
272	Fords Yard, Menmarsh Road	A McGee	South Oxfordshire	Waterperry	SP 613 098	Metal Recycling	Permanent	2,000
273	The Metal Yard	T R Rogers	South Oxfordshire	Nuneham Courtenay	SU 553 993	Metal Recycling	Permanent	2,000
059	Sutton Wick Lane	Abingdon Car Breakers	Vale of White Horse	Drayton	SP 492 946	Metal Recycling	Permanent	1,000
132	Whitecross Metals	Alumini Holdings	Vale of White Horse	Wootton	SP 483 004	Metal Recycling	Permanent	25,000
134	Quelches Orchard	Brakespeares	Vale of White Horse	Wantage	SU 411 887	Metal Recycling	Permanent	5,000
135	Roadside Farm	Haynes	Vale of White Horse	E. Challow	SU 378 886	Metal Recycling	Permanent	5,000
067	Old Railway Halt	John Aldridge	West Oxfordshire	Gt. Rollright	SP 327 303	Metal Recycling	Permanent	7,500
130	Claridges Car Breakers	Claridge	West Oxfordshire	Carterton	SP 279 060	Metal Recycling	Permanent	1,000
131	T&B Motors, 62/64 West End	T&B Motors	West Oxfordshire	Witney	SP 358 106	Metal Recycling	Permanent	1,000
139	Sturt Farm (2a/4)	College Motors	West Oxfordshire	Shilton	SP 275 105	Metal Recycling	Permanent	1,000
259	Riding Lane Scrap Yard	Smith Bros	West Oxfordshire	Crawley	SP 330 137	Metal Recycling	Permanent	15,000
							Total	164,700

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Category 8: Hazardous/Radioactive

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
153	Merton Street Depot	Grundon	Cherwell	Banbury	SP 465 402	Hazardous/Radioactive	Permanent	3,000
223ii	Allotment Land, Thorpe Meade	Grundon	Cherwell	Banbury	SP 467 403	Hazardous/Radioactive	Committed	5,000
156	Pony Lane	City Insulation	Oxford City	Oxford	SP 556 046	Hazardous/Radioactive	Permanent	50
156	Pony Lane	City Insulation	Oxford City	Oxford	SP 557 047	Hazardous	Permanent	100
152ii	Ewelme No.1	Grundon	South Oxfordshire	Ewelme	SU 646 902	Hazardous/Radioactive	Permanent	11,000
242	Culham JET	CSC Ltd	South Oxfordshire	Culham	SU 536 958	Hazardous/Radioactive	2022	315
053Ai	Harwell Western Storage	Magnox	Vale of White Horse	Harwell	SU 474 866	Hazardous/Radioactive	Permanent	500,000
053Aii	Harwell B462	Magnox	Vale of White Horse	Harwell	SU 474 866	Hazardous/Radioactive	Permanent	3,000
151	Drayton Depot Transfer Station	OCC	Vale of White Horse	Drayton	SU 489 940	Hazardous/Radioactive	Permanent	20,000
267	Oxford Rd Depot	Vale Housing	Vale of White Horse	E. Hanney	SU 421 932	Hazardous	Permanent	100
157	Lower Yard (Unit 8)	Amity Insulation	West Oxfordshire	Eynsham	SP 431 086	Hazardous/Radioactive	Permanent	100
231	Plot J, Lakeside Industrial Estate	Alder and Allen	West Oxfordshire	Standlake	SP 384 044	Hazardous/Radioactive	Permanent	6,000
Total								548,665
Total excluding Harwell Western Storage								48,650

Category 9: Waste Water

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
019	Bicester Strategic STW	Thames Water	Cherwell	Bicester	SP 579 210	Waste Water	Permanent	2,000
232	Banbury Strategic STW	Thames Water	Cherwell	Banbury	SP 471 402	Waste Water	Permanent	5,000
146	Oxford STW	TWA Ltd	South Oxfordshire	Sandford	SP 544 019	Waste Water	Permanent	25,000
234	Didcot Strategic STW	TWA Ltd	South Oxfordshire	Didcot	SU 520 913	Waste Water	Permanent	3,000
61	Wantage Strategic STW	TWA Ltd	Vale of White Horse	Grove	SU 403 915	Waste Water	Permanent	3,000
233	Witney Strategic STW	TWA Ltd	West Oxfordshire	Ducklington	SP 348 084	Waste Water	Permanent	4,000
							Total	42,000

Appendix 6: Oxfordshire CDE Waste Estimate 2016

Based on BPP Methodology used in examination of the Oxfordshire Minerals and Waste Core Strategy

Element	Element of baseline calculation	Method of calculation	Details	Value in 2014	Value in 2016
1	Waste dealt with by intermediate sites	Waste inputs to non-Plan Area sites.	CDE waste (ch 17; 19.12.09; 20.02.02) originating in Oxfordshire received at intermediate sites (MRS, transfer, treatment) <u>not</u> including intermediate sites in Oxfordshire.	28,816	30,367
2	Waste sent to landfill sites	CDE waste known to be sent to landfill.	CDE waste received (ch 17; 19.12.09; 20.02.02) originating in Oxfordshire that is received at site category 'landfill' in WDI.	442,113	665,298
3		CDE waste sent from intermediate sites in the Plan Area to landfill (not counted in step 2).	All sites in Oxfordshire receiving CDE waste (ch. 17; 19.12.09; 20.02.02) and producing (removing) ch. 19.12.12 waste to landfill (47,424t). - proportion of CDE waste (ch. 17; 19.12.09; 20.02.02) received at these sites (44.2% - 21,277 t) - estimated proportion of CDE waste (ch. 17; 19.12.09; 20.02.02) at these sites coming from Oxfordshire (82.6% - 17,575 t).	15,211	18,054
4		Waste managed at formerly exempt sites	CDE waste (ch. 17; 19.12.09; 20.02.02) originating in Oxfordshire that is received at site category 'on/in land' and 'use of waste' in WDI.	136,633	126,683
5		Waste recycled as product.	Estimate from South East England Aggregate Working Party (SEEAWP) results) for recycled aggregate (437,000), plus screening of soil from WDI (Waste –17.05.04; 20.02.02 originating in Oxfordshire and dealt with at treatment sites in Oxfordshire – 115,098 t)	410,662	552,098
Total				1.033 mt	1.393 mt

Source: SEEAWP AM Survey 2016, EA Waste Data Interrogator 2016

Glossary

Aggregates – sand, gravel and crushed rock that is used in the construction industry to make things like concrete, mortar, asphalt and drainage material. For secondary or recycled aggregates, see below.

Aftercare – The management and treatment of land for a set period of time immediately following the completed restoration of a mineral working to ensure the land is returned to the required environmental standard.

After-use – The long term use that land formerly used for mineral workings is restored to, e.g. agriculture, forestry, nature conservation, recreation or public amenity such as country parks.

Alternative aggregates - A grouping of secondary and recycled aggregates.

Anaerobic Digestion Facility – facility involving process where biodegradable material is encouraged to break down in the absence of oxygen, which changes the nature and volume of material and produces a gas which can be burnt to recover energy and digestate which may be suitable for use as a soil conditioner.

Annual Monitoring Report (AMR) – see Monitoring Report.

Apportionment – the allocation between minerals and waste authorities of an overall total amount of provision required for mineral production or waste management, for a particular period of time, e.g. as set out in the South East Plan.

Area of Outstanding Natural Beauty (AONB) – area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty.

Commercial and Industrial waste – waste from factories or premises used for the purpose of trade or business, sport, recreation or entertainment.

Composting – the breakdown of organic matter aerobically (in presence of oxygen) into a stable material that can be used as a fertiliser or soil conditioner.

Construction, Demolition and Excavation waste – waste arising from the building process comprising demolition and site clearance waste and builders' waste from the construction/demolition of buildings and infrastructure. Includes masonry, rubble and timber.

Core Strategy: Sets out the long-term spatial vision for the local planning authority area and the strategic policies and proposals to deliver that vision.

Crushed rock – naturally occurring rock which is crushed into a series of required sizes to produce an aggregate.

Development Management Policies: A set of criteria-based policies required to ensure that all development within the area meets the vision and strategy set out in the core strategy.

Development Plan Documents (DPDs) – spatial planning documents that form part of a Local Plan or a Minerals and/or Waste Plan and are subject to independent examination. They have ‘development plan’ status. They can include Core Strategy and Site Allocations DPDs.

Energy from Waste (EfW) Facility/Plant – residual waste treatment facility where energy (heat and/or electricity) is recovered from waste; either from direct combustion of waste under controlled conditions at high temperatures; or from combustion of by-products derived from the waste treatment process such as biogas or refuse-derived fuel.

Environment Agency (EA) – Government advisor and agency with statutory responsibilities to protect and improve the environment (including air, land and water).

Extension to quarry – extraction of minerals on land which is contiguous or non-contiguous with an existing quarry, where extracted material is moved to the existing quarry processing plant and access via means other than the highway (e.g. by conveyor or internal haul-road).

Gasification – A technology related to incineration where waste is heated in the presence of air to produce fuel rich gases.

Greenfield site – site previously unaffected by built development.

Greenhouse gases – gases such as methane and carbon dioxide that contribute to climate change.

Green Infrastructure – a network of strategically planned and managed natural and working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations.

Groundwater – water held in water-bearing rocks, in pores and fissures underground.

Habitats Regulations Assessment (HRA) – an assessment of the likely impacts of the possible effects of a plan’s policies on the integrity of European sites (including Special Areas of Conservation and Special Protection Areas), including possible effects ‘in combination’ with other plans, projects and programmes.

Hazardous waste – waste that may be hazardous to humans and that requires specific and separate provision for dealing with it. Categories are

defined by regulations. Includes many “everyday” items such as electrical goods. Previously referred to as Special Waste.

Household Waste – waste from household collection rounds, street sweeping, litter collection, bulky waste collection, household waste recycling centres and bring or drop-off recycling schemes.

Household Waste Recycling Centres (HWRCs) – place provided by the Waste Disposal Authority where members of the public can deliver household wastes for recycling or disposal (also known as Civic Amenity Sites).

Incineration – burning of waste at high temperatures under controlled conditions. This results in a reduction in bulk and may involve energy reclamation. Produces a burnt residue or 'bottom ash' whilst the chemical treatment of emissions from the burning of the waste produces smaller amounts of 'fly ash'.

Independent Examination – process whereby an independent Planning Inspector publicly examines a Development Plan Document for its soundness before issuing their report and recommendations to the planning authority.

Inert waste – waste that does not normally undergo any significant physical, chemical or biological change when deposited at a landfill site. It may include materials such as rock, concrete, brick, sand, soil or certain arisings from road building or maintenance. Most of the category “construction, demolition and excavation” waste is inert waste.

Industrial waste – wastes from any factory, transportation apparatus, scientific research, dredging, sewage and scrap metal.

Intermediate Level Waste (ILW) – radioactive wastes which exceed the upper activity boundaries for Low Level Waste but which do not need heat to be taken into account in the design of storage or disposal facilities.

In-Vessel Composting Facility – facility where the composting process takes place inside a vessel where conditions are controlled and optimised for the aerobic breakdown of materials.

Landbank – the reserve of unworked minerals for which planning permission has been granted, including non-working sites, expressed in tonnage or years.

Landfill – permanent disposal of waste into the ground by the filling of voids or by landraising.

Land-won aggregates - Primary aggregates won from land.

Local Development Framework (LDF) – folder of local development documents prepared planning authorities, that sets out the spatial planning strategy for the area.

Local Development Scheme – the programme for the preparation of local development documents.

Local Plan: Comprises a portfolio of local development documents that will provide the framework for delivering the spatial planning strategy for the area.

Low Level Waste (LLW) – radioactive waste having a radioactive content not exceeding four gigabecquerels per tonne (GBq/te) of alpha or 12 GBq/te of beta/gamma radioactivity, but not including radioactive materials that are acceptable for disposal with municipal and general commercial or industrial waste; includes soil, building rubble, metals and organic materials arising from both nuclear and non-nuclear sources; metals are mostly in the form of redundant equipment; organic materials are mainly in the form of paper towels, clothing and laboratory equipment that have been used in areas where radioactive materials are used, such as hospitals, research establishments and industry.

Marine aggregates - Primary aggregates dredged from the sea, almost exclusively sand and gravel.

Materials Recovery/Recycling Facility (MRF) – facility where recyclable materials are sorted and separated from other wastes before being sent for reprocessing.

Mechanical and Biological Treatment (MBT) – residual waste treatment process involving the mechanical separation of recyclable materials followed by composting of the remaining material to produce a fuel or stabilised waste for landfilling.

Minerals & Waste Development Plan Document: Spatial minerals and waste related planning documents that are subject to independent examination.

Minerals & Waste Development Scheme: Sets out the programme for the preparation of the minerals and waste development documents.

Minerals and Waste Local Plan: These documents set out the current policies and the sites for minerals-related and waste-related development.

Monitoring Report: Assesses the implementation of the Minerals and Waste Development Scheme and extent to which the policies in Development Plan Documents are being successfully implemented.

Municipal waste/Municipal solid waste (MSW) – waste that is collected by a waste collection authority. Mostly consists of household waste, but can also include waste from municipal parks and gardens, beach cleansing, waste resulting from clearance of fly-tipped materials and some commercial waste.

National Planning Policy Framework – Planning policy document (March 2012) for England issued by central Government which supersedes the

majority of Planning Policy Statements, Planning Policy Guidance Notes, Minerals Policy Statements and Minerals Planning Guidance notes. Does not replace PPS 10.

Non-Hazardous Waste – waste, which is neither inert nor hazardous, which is permitted to be disposed at a non-hazardous landfill; also referred to as non-inert waste.

Non-inert waste – waste that is potentially biodegradable or may undergo significant physical, chemical or biological change when deposited at a landfill site. Also referred to as “non-hazardous waste”.

Nuclear Decommissioning Authority (NDA) – a non-departmental public body with responsibility to deliver the decommissioning and clean-up of the UK’s civil nuclear legacy.

Permitted reserves – mineral reserves with planning permission for extraction.

Planning Policy Guidance (PPG) – documents issued by Central Government setting out its national land use policies and guidance for England on different areas of planning. These were gradually being replaced by Planning Policy Statements.

Planning Policy Statements (PPS) – documents issued by Central Government to replace the existing Planning Policy Guidance in order to provide clearer and more focused policies for England on different areas of planning (with the removal of advice on practical implementation, which is better expressed as guidance rather than policy). Most were replaced by the National Planning Policy Framework (NPPF) in March 2012.

Planning permission – formal consent given by the planning authority to develop or use land.

Primary aggregates – These are aggregates produced from naturally occurring mineral deposits, extracted specifically for use as aggregate and used for the first time. They are produced either from rock formations that are crushed to produce ‘crushed rock’ aggregates, or from naturally occurring sand and gravel deposits.

Proposals Map: The adopted proposals map illustrates on a base map all the policies contained in the Development Plan Documents, together with any saved policies.

Pyrolysis – a technology related to incineration where waste is heated in the absence of air to produce gas and liquid fuel plus solid waste.

Recycled aggregates – derived from reprocessing waste arising from construction and demolition activities (e.g. concrete, bricks and tiles), highway maintenance (e.g. asphalt plantings), excavation and utility operations.

Examples include recycled concrete from construction and demolition waste material, spent rail ballast and recycled asphalt.

Recycling – the recovery of waste materials for use as or conversion into other products (including composting but excluding energy recovery).

Recovery – obtaining value from waste through one of the following means:

- Recycling;
- Composting;
- Other forms of material recovery (such as anaerobic digestion);
- Energy recovery (combustion with direct or indirect use of the energy produced, manufacture of refuse derived fuel, gasification, pyrolysis or other technologies).

Residual waste – the waste remaining after materials have been recovered from a waste stream by re-use, recycling, composting or some other material recovery process (such as anaerobic digestion).

Residual Waste Treatment Facility – facility for processing waste which has not been re-used, recycled or composted in order to recover resources and minimise the amount of waste that needs to be disposed by landfill; the two most common forms of residual waste treatment are energy from waste and mechanical and biological treatment.

Restoration – methods by which the land is returned to a condition suitable for an agreed after-use following the completion of minerals or waste operations.

Re-use – the repeat utilisation of an item/material for its original (or other) purpose.

Secondary Aggregates – usually the by-products of other industrial processes, e.g. blast furnace slag, steel slag, pulverised-fuel ash (PFA), incinerator bottom ash, furnace bottom ash, recycled glass, slate waste, china clay sand and colliery spoil.

Sewage Sludge or Sludge – the semi-solid or liquid residue removed during the treatment of wastewater.

Site of Special Scientific Interest – site notified by Natural England under Section 25 of the Wildlife and Countryside Act 1981 as having special wildlife or geological features worthy of protection.

Soundness – in accordance with national planning policy, local development documents must be ‘soundly’ based in terms of their content and the process by which they were produced. They must also be based upon a robust, credible evidence base. There are four tests of soundness in the National Planning Policy Framework.

South East Aggregates Working Party (SEEAWP) – a non-executive technical group covering the South East of England with the role of advising government (the Department for Communities and Local Government), Mineral planning authorities and industry on aggregates, including helping mineral planning authorities fulfil the duty to cooperate on strategic mineral planning issues, comprising officers of the mineral planning authorities, representatives of the minerals industry and government representatives .

South East Waste Planning Advisory Group (SEWPAG) – a non-executive technical group comprising the waste planning authorities of South East England and representatives of the Environment Agency, the waste industry and the environmental sector which provides advice to help waste planning authorities fulfil the duty to cooperate on strategic waste planning issues.

South East Plan – the Regional Spatial Strategy for the South East region, prepared by the former South East England Regional Assembly and approved by the Secretary of State in May 2009.

Special Area of Conservation – site of international importance for nature conservation, designated under the EU Habitats Directive.

Special Protection Area (SPA) – designation of international importance for nature conservation made under the EU Birds Directive to conserve the best examples of the habitats of certain threatened species of birds.

Statement of Community Involvement: Sets out the standards which authorities will achieve in involving local communities in the preparation of local development documents and development control decisions.

Statutory consultee – Organisations with which the local planning authority must, by regulation, consult on the preparation of its land use plan or in determining a planning application. For land use plans, this always includes the Environment Agency, Natural England and English Heritage.

Sterilisation – this occurs when developments such as housing, roads or industrial parks are built over mineral resources, preventing their possible future extraction.

Strategic Environmental Assessment (SEA) – an environmental assessment of certain plans and programmes, including those in the field of planning and land use, which complies with the EU Directive 2001/42/EC; it involves the preparation of an environmental report, carrying out of consultation, taking into account of the environmental report and the results of the consultation in decision making, provision of information when the plan or programme is adopted and showing that the results of the environment assessment have been taken into account.

Structure Plan – framework of strategic planning policies, produced by the County Council. The Oxfordshire Structure Plan was largely replaced as a statutory planning document by the South East Plan in May 2009.

Supplementary Planning Document: Provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

Sustainability Appraisal – an appraisal of the economic, environmental, and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with the principles of sustainable development and to check policies against sustainability objectives. The scoping report of a sustainability appraisal seeks the agreement of statutory consultees and the competent authority on the intended range of issues to be covered in the assessment. The Planning and Compulsory Purchase Act 2004 requires a sustainability appraisal to be undertaken of all development plan documents.

Thermal Treatment – generic term encompassing incineration, gasification and pyrolysis.

Transfer Station – a bulk collection point for waste prior to its onward transport to another facility for treatment or disposal.

Very Low Level Waste (VLLW) – radioactive waste with very low concentrations of radioactivity, arising from both nuclear and non-nuclear sources, which because it contains little total radioactivity can be safely treated by various means, including disposal with municipal and general commercial and industrial waste at landfill sites.

Formal definition:

(a) **in the case of low volumes ('dustbin loads') of VLLW** "Radioactive waste which can be safely disposed of to an unspecified destination with municipal, commercial or industrial waste ("dustbin" disposal), each 0.1m³ of waste containing less than 400 kilobecquerels (kBq) of total activity or single items containing less than 40 kBq of total activity. For wastes containing carbon-14 or hydrogen-3 (tritium):

- in each 0.1m³, the activity limit is 4,000 kBq for carbon-14 and hydrogen-3 (tritium) taken together; and
- for any single item, the activity limit is 400 kBq for carbon-14 and hydrogen-3 (tritium) taken together.

Controls on disposal of this material, after removal from the premises where the wastes arose, are not necessary."

(b) **in the case of high volumes of VLLW** "Radioactive waste with maximum concentrations of four megabecquerels per tonne (MBq/te) of total activity which can be disposed of to specified landfill sites. For waste containing hydrogen-3 (tritium), the concentration limit for tritium is 40MBq/te. Controls on disposal of this material, after removal from the premises where the wastes arose, will be necessary in a manner specified by the environmental regulators".

Voidspace — volume within landfill (including landraising) sites that is permitted and/or available to receive waste.

Waste Collection Authority – local authority that has a duty to collect household waste, usually district or unitary authorities.

Waste Disposal Authority – local authority responsible for managing the waste collected by the collection authorities, and the provision of household waste recycling centres, usually county or unitary councils.

Waste Planning Authority – local planning authority responsible for planning control of waste management and disposal, usually county or unitary councils.

Waste water – the water and solids from a community that flow to a sewage treatment plant operated by a water company.

Abbreviations

AMR	Annual Monitoring Report
AD	Anaerobic Digestion
AONB	Area of Outstanding Natural Beauty
CDE	Construction, demolition and excavation waste
C&I	Commercial and industrial waste
DPD	Development Plan Document
EA	Environment Agency
EfW	Energy from Waste facility
EIA	Environmental Impact Assessment
HRA	Habitats Regulations Assessment
HWRC	Household Waste Recycling Centre
ILW	Intermediate Level Waste
IVC	In-vessel composting facility
LDF	Local Development Framework
LLW	Low level waste
LNR	Local Nature Reserve
LTP	Local Transport Plan
MBT	Mechanical and Biological Treatment
MPA	Minerals Planning Authority
MPS	Minerals Policy Statement
MRF	Materials Recycling/Recovery Facility
MSW	Municipal Solid Waste
MWDF	Minerals and Waste Development Framework
NPPF	National Planning Policy Framework
NDA	Nuclear Decommissioning Authority
NHW	Non Hazardous Waste
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SEAWP	South East Aggregates Working Party
SEWPAG	South East Waste Planning Advisory Group

SSSI	Site of Special Scientific Interest
SPA	Special Protection Area
SPD	Supplementary Planning Document
VLLW	Very low level waste
WCA	Waste Collection Authority
WDA	Waste Disposal Authority
WDI	Waste Data Interrogator
WPA	Waste Planning Authority

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Alternative Formats of this publication can be made available on request. These include other languages, large print, Braille, audio cassette, computer disk or e-mail

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