



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

***Thursday, 14 February 2019 at 10.00 am
Committee Rooms 1 & 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 22 February 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

February 2019

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

Note: Date of next meeting: 28 March 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, Queen Street & Bonn Square - Taxi Access (Pages 1 - 6)

Forward Plan Ref: 2018/192

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

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

The report presents the details of a statutory consultation on the experimental TRO which permits taxis licenced by Oxford City Council to access the Carfax taxi rank at the east end of Queen Street via Bonn Square and Queen Street (a pedestrian zone) between 6.30pm and 8am on all days of the week.

The Cabinet Member for the Environment is RECOMMENDED to approve making permanent evening/night time access (6.30pm to 8am) by taxis through Bonn Square and Queen Street in Oxford to a taxi rank at Carfax as provided for in a variation to an experimental traffic regulation order (TRO) which came into effect on 21 December 2017 and which expires on 12 April 2019.

5. Oxford: South Oxford and Walton Manor Controlled Parking Zone - Proposed Exclusion and Amendments to Permit Eligibility (Pages 7 - 14)

Forward Plan Ref: 2018/182

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

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

The report presents responses received in the course of a statutory consultation on a proposal to exclude from eligibility for residents and visitor permits for numbers 4a and 4c North Parade Avenue Oxford and restore eligibility for such permits for number 84 Marlborough Road Oxford, but with a restriction of one permit each for the Garden Flat and Upper Flat. The report also presents responses received in the course of a statutory consultation on a proposal to exclude from eligibility for residents and visitor parking permits for numbers 4a and 4c North Parade Avenue Oxford and to restore eligibility for such permits for number 84 Marlborough Road Oxford, but with a restriction of one permit each for the Garden Flat and Upper Flat.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed exclusion of eligibility for 4a and 4c North Parade Avenue Oxford and eligibility for permits for the Garden Flat and Upper Flat at 84 Marlborough Road Oxford as advertised.

6. Oxford: Barracks Lane - Proposed Waiting Restrictions (Pages 15 - 24)

Forward Plan Ref: 2018/183

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

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

This report presents responses received to a statutory consultation on a proposal to introduce additional waiting restrictions at Barracks Lane. put forward at the request of the local member in response to concerns over safety and the obstruction of traffic arising from parking in the area.

The Cabinet Member for the Environment is RECOMMENDED to defer a decision on the proposed waiting restrictions in Barracks Lane, Oxford, which may be more appropriately considered as part of a Controlled Parking Zone proposed for this area.

7. Chesterton The Hale - Proposed 30mph Speed Limit (Pages 25 - 30)

Forward Plan Ref: 2017/022

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 reduce the speed limit to 30mph (from the national speed limit of 60mph) on the road known locally as 'The Hale' at Chesterton from the terminal point of the existing 30mph speed limit just south of its junction with the A4095 southwards by approximately 180 metres, to include the access to a new residential development on the east side of The Hale.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a 30mph speed limit as advertised.

8. Cherwell and West Oxfordshire Districts: Proposed Disabled Persons Parking Places (Pages 31 - 56)

Forward Plan Ref: 2018/145

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

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

The report presents responses received to a statutory consultation on proposals to introduce proposed Disabled Persons Parking Places (DPPPs) at various locations in Cherwell and West Oxfordshire districts.

The Cabinet Member for the Environment is RECOMMENDED to:

- (a) ***approve the proposed Disabled Persons Parking Places in; Fiennes Road and Windrush Banbury; Fox Close, Chipping Norton and Wise Avenue, Kidlington;***
- (b) ***defer a decision on the proposed bays in Blake Road, Bicester; The Paddocks, Deddington; Walkers Height, Finstock, High Street, Hook Norton and Springfield Park, Witney pending further investigation by officers; and***
- (c) ***note that the bay in Upper Arcott (Greenfields) is no longer required.***

9. Checkendon: Proposed 20mph and 30mph Speed Limits (Pages 57 - 68)

Forward Plan Ref: 2018/162

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

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

The report presents responses received to a statutory consultation on a proposal to reduce the speed limit on the village road at Exlade Street to 30mph (from the national speed limit of 60mph) and introduce a 20mph speed limit (in place of the

current 30mph limit) on the Main Street at Checkendon in the vicinity of the school, village hall and other village amenities together with residential properties. The proposals have been put forward by Checkendon Parish Council due to concerns over the danger posed by traffic at these locations and, if approved, would be funded by them.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a 30mph speed limit at Exlade Street as advertised but defer approval of the proposed 20mph on the Main Street at Checkendon pending consideration of the provision of traffic calming measures to support compliance with the limit.

10. Abingdon: B4017 Bath Street - Proposed Waiting Restrictions

(Pages 69 - 90)

Forward Plan Ref: 2018/184

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

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

The report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions comprising double yellow lines - 'no waiting at any time' – on the B4017 Bath Street, Abingdon as part of the proposed provision of advisory cycle lanes. The proposed restriction would remove approximately 54 metres (8 car spaces) of parking that currently allows 2 hour waiting on Monday to Saturday between 8am and 6pm (parking at other times is unrestricted). The proposal has been put forward as part of plans to improve safety and amenity for cyclists along the B4017 Wootton Road/Bath Street and is seen as integral to the goal of encouraging cycle trips as an alternative to the use of private cars, including for residents of the new development, thereby serving to help reduce congestion in the town and encourage active and low-carbon travel. If approved, the scheme would be funded by approved residential development in north Abingdon.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed double yellow lines (no waiting at any time) restrictions on the B4017 Bath Street, Abingdon as advertised.

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Division: Jericho and Osney

CABINET MEMBER FOR ENVIRONMENT – 14 FEBRUARY 2019

OXFORD, QUEEN STREET AND BONN SQUARE – TAXI ACCESS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve making permanent evening/night time access (6.30pm to 8am) by taxis through Bonn Square and Queen Street in Oxford to a taxi rank at Carfax as provided for in a variation to an experimental traffic regulation order (TRO) which came into effect on 21 December 2017 and which expires on 12 April 2019.

Executive summary

2. This report presents the details of the statutory consultation on the experimental TRO which permits taxis licenced by Oxford City Council to access the Carfax taxi rank at the east end of Queen Street via Bonn Square and Queen Street (a pedestrian zone) between 6.30pm and 8am on all days of the week.

Background

3. A review of access arrangements to Bonn Square and Queen Street was carried out by officers in 2017 as a result of the major redevelopment of the Westgate Centre, taking account of the revised road layout adjacent to the centre and the anticipated significant increase in pedestrian usage of Queen Street and Bonn Square. The outcome of this review was a proposal to introduce an experimental TRO to prohibit buses, taxis and private hire vehicles (PHVs) from Bonn Square and Queen Street at all times so as to minimise (in accordance with section 122 of the Road Traffic Regulation Act) the danger to pedestrians posed by vehicular traffic in this pedestrianised street.
4. After considering the responses to an extensive preliminary consultation on the proposal, at its meeting on 18 July 2017, Cabinet approved the making of the experimental TRO, subject to Secretary of State for Transport consent due to objections having been received from bus operators.
5. The main comments and concerns made during the preliminary consultation relating to taxis and PHVs were about the operation of the Cornmarket Street taxi rank that would be needed to replace the Carfax rank in Queen Street. Also the need for additional rank provision in the city centre near Carfax, specifically on High Street.

6. The Secretary of State for Transport subsequently did not give consent for the making of the Experimental TRO to remove buses from Queen Street. At the Cabinet Member for Environment decisions meeting on 12 October 2017 a proposal was approved to proceed with a revised experimental TRO prohibiting taxis and PHVs from using Bonn Square and Queen Street at all times.
7. The experimental TRO made on 13 October 2017 enabled taxis to enter/use part of Cornmarket Street near Carfax as a taxi rank in the evenings as an alternative provision to the Carfax taxi rank. However, the operational experience of the rank in Cornmarket Street proved unsatisfactory on road safety grounds and so a further variation to the experimental TRO was introduced on 21 December which restored access by taxis via Bonn Square and Queen Street to the Carfax taxi rank but only between 6.30pm and 8.00am on all days of the week.
8. The following table summarises the differences for taxis and PHVs in Queen Street and Bonn Square between the 'underlying' permanent TRO and the experimental TRO made on 13 October 2017 and varied on 21 December 2017:

Underlying TRO	Experimental TRO
Private Hire Vehicles permitted at any time to pick up or set down passengers	Private Hire Vehicles prohibited at all times
Taxis permitted at any time to pick up or set down passengers	Taxis prohibited 0800 to 1830
Taxis permitted 1830 – 0800, 7 days a week to access and use the Carfax taxi rank	No change
Taxis permitted daytime on Sunday (0800 to 1830) to access and use the Carfax taxi rank, which operated all day on Sundays	No taxis permitted daytime (0800 to 1830) on Sunday.

9. At the same time as the experimental TRO came into force, the bus operators agreed to reduce the number of buses running through the street from approximately 55 an hour to approximately 30 an hour to help minimise the impact of vehicle movements on the expected increase in pedestrian flow as a result of the Westgate reopening.
10. National regulations dictate that experimental TROs can run for a maximum of 18 months from the date that they were originally made, which means the provision of this experiment can only apply until 12 April 2019 unless approval is given to introduce the provisions on a permanent basis. This report recommends that approval is given.

Consultation on the experimental TRO

11. For an experimental TRO, while a preliminary consultation (as referred to above) is required ahead of a decision on whether to proceed, the formal consultation is carried out while the experiment is in progress; any objections or other representations must be made within a six-month period following the experimental TRO coming into effect or within six months of any subsequent variation being made. The last variation to this experimental TRO was made on 21 December 2017, with the consultation, therefore, formally closing on 20 June 2018.
12. Just one objection was received in this period from a member of the public on the grounds that the experiment was unfair to PHVs because only Taxis can drive through. However, taxis cannot “drive through” Queen Street (i.e. use it as a through route) but have only been allowed to access the Carfax taxi rank because the experimental rank in Cornmarket Street did not operate satisfactorily. By definition, only taxis (not PHVs) may use taxi ranks and as the TRO is designed *specifically and only* to allow access to the rank during the hours when it operates, it would be illogical to allow PHV access.
13. Whilst not formally made through the consultation process for the experimental TRO, the City of Oxford Licensed Taxicab Association (COLTA) has made a request to also allow taxis to use Queen Street during the day on a Sunday to access a daytime taxi rank at Carfax - as was available in the past.
14. Officers do not recommend that this is taken forward on the basis that this was first introduced before the redeveloped Westgate; in fact, it was first agreed in 1984 when bus services on Sundays from the city centre were much less frequent and when pedestrian flow in the street was generally much lower – this was ten years before the Sunday Trading Act. Certainly, daytime (10am to 6pm) flow in Queen Street on a Sunday is now only 9% lower than daytime flow during the week.
15. In recognition of the request by COLTA to re-introduce a daytime taxi rank at Carfax on a Sunday and daytime taxi rank capacity close to Carfax throughout the week, last autumn, officers consulted on proposals for ranks at the east end of New Road and by Turl Street on High Street. The New Road rank was approved at the Cabinet Member for Environment decisions meeting on 17 November last year; the city council will very soon be carrying out the required formal consultation to introduce the rank.
16. The High Street rank was not approved at that meeting due to concerns being raised by a number of respondents to the consultation. County officers are currently working on revised proposals for this rank to address those concerns; formal re-consultation is expected to start in March.
17. In July last year, the Cabinet Member for Environment agreed to make an experimental TRO to allow taxis and PHVs to use the Westgate bus link every day from 7am to 7pm to reduce the impact of city centre congestion on their

journeys to and through the city centre. This experiment is due to begin in March.

18. Additionally, later in the Spring this year, officers will be reporting to the Cabinet Member for Environment about whether an experimental TRO should be made for the removal of all buses from Queen Street.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

20. The funding required to incorporate the provision of the experimental order into a permanent order has been met from the revenue budget.

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Report considered by Cabinet on 18 July 2018
Report considered by Cabinet Member for Environment
12 October 2017

Contact Officers: Hugh Potter 07766 998704
Craig Rossington 07880 945891

February 2019

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CABINET MEMBER FOR ENVIRONMENT – 14 FEBRUARY 2019

OXFORD: SOUTH OXFORD AND WALTON MANOR CONTROLLED PARKING ZONES – PROPOSED EXCLUSION AND AMENDMENTS TO PERMIT ELIGIBILITY

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed exclusion of eligibility for 4a and 4c North Parade Avenue Oxford and eligibility for permits for the Garden Flat and Upper Flat at 84 Marlborough Road Oxford as advertised.

Executive summary

2. Eligibility for residents and visitor permits of properties within Controlled Parking Zones is reviewed in accordance with policies adopted by both Oxfordshire County Council and Oxford City Council. The proposals for permit eligibility for specific properties in North Parade Avenue and Marlborough Road take account of the planning consents granted for the development of these properties.

Introduction

3. Car free development is encouraged by policies adopted by both Oxfordshire County Council and Oxford City Council. Policy HP16 in the Sites and Housing Plan states 'Planning permission will be granted for car-free or low-parking houses and flats in locations that have excellent access to public transport, are in a controlled parking zone, and are within 800 metres of a local supermarket or equivalent facilities.'
4. The Oxford Transport Strategy which forms part of the Local Transport Plan states:

The county council will seek to restrict access to parking on the public highway for new developments and change of use developments, such as Houses in Multiple Occupation (HMOs), to protect existing residents' access to parking and reduce parking demand in Oxford

Background

4A and 4C North Parade Avenue

5. Development of a former restaurant at 4 North Parade (planning application ref. 16/02894/FUL) to create two new residential flats was approved by Oxford City Council on the basis of the applicant proposing the new units to be car-free. The new flats are now occupied (and are numbered 4a and 4c, with the previously existing flat being numbered 4b) and to give effect to the planning consent, it is now required to amend the Walton Manor CPZ order to exclude 4a and 4c from permit eligibility, with flat 4b – as the previously existing residential unit – retaining permit eligibility.

84 Marlborough Road

6. Development at 84 Marlborough Road (planning application 05/00566/FUL) to split a single residential property into two flats (the Garden Flat and Upper Flat) was approved with a condition to exclude the site from eligibility for resident and visitor parking permits, and the South Oxford CPZ order therefore excludes this property from permit eligibility. However, it appears that following representations from the previous owners of the Garden Flat to Oxford City Council in 2008, it was jointly agreed by the then head of Oxford City Development at Oxford City Council and the then Parking Shop Manager at Oxfordshire County Council to facilitate (despite the exclusion of the property within the CPZ order) the issuing of up to 2 vehicle permits for the Garden Flat only but with no eligibility being granted for the Upper Flat.
7. Following an enquiry from the owner of the Upper Flat in the autumn of 2018 on the status of the property for permit eligibility, officers identified the need to address the above unsatisfactory informal application of permit eligibility and concluded that an equitable provision consistent with the original planning consent and taking account of the severe parking pressures in the area would be to promote a variation to the CPZ order that provided eligibility for one permit for each of the flats (noting that properties in this CPZ are only eligible for up to 2 permits).

Consultation

8. Formal consultation on the proposal was carried out between 22 November and 21 December 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, Oxford City Council the local County & City Councillors with street notices placed near to the location of the proposed restrictions.
9. Nine responses were received as summarised in the table below. They are also included at Annex 1. Copies of the full responses are available for inspection by County Councillors.

Road Name	Support	Object	Neither
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North Parade Avenue	-	4	1
Marlborough Road	2	1	1
Not specified	1	-	-

Response to objections and other comments

10. Thames Valley Police did not object to either of the proposals

4A and 4C North Parade Avenue

11. Four objections were received in respect of the proposal to exclude permit eligibility for 4a and 4c North Parade. County Councillor Emma Turnbull, the local member objected to the proposed exclusion and requested a review of the proposal. City Councillor Louise Upton also objected, expressing the view that there was typically good availability of resident parking spaces in the adjacent residential streets (noting that there is, however, no parking provided in North Parade itself due to the very narrow width of the road). Two objections were received from residents of the properties that are proposed to be excluded from permit eligibility stating the view that granting eligibility would not adversely affect other residents given the availability of resident parking places in the neighbouring streets and also the personal impacts of not having a parking permit, taking account of the need for a car for their employment and issues of personal security.
12. While noting the above representations the variation of the CPZ Order to afford the residents of this development parking permit eligibility could set a precedent and encourage residents at other properties of “car free development” – including other excluded properties within the Walton Manor CPZ - to seek a comparable variation to the parking order for their zone so that they too become eligible for parking permits. Each incremental increase in parking eligibility might have a limited effect but in aggregate would lead to greater parking stress, traffic generation and emissions contrary to the aims of the Local Transport Plan. It should also be noted that a similar case in Headington, where a car free development sought to reverse this condition of the consent and therefore have access to the CPZ; officers recommended that the proposal was not supported as it could undermine other car free developments and the officer recommendation was supported by full Cabinet.
13. It should also be noted that this specific area has good walking and cycling links and is served by frequent, reliable bus services. The area is also well-lit alleviating the concerns of personal security.

Garden Flat and Upper Flat 84 Marlborough Road

14. An objection was received from the occupier of the Garden Flat on the grounds that the proposed eligibility for only one vehicle permit - from the current ‘de facto’ position of eligibility for two permits (despite neither flat being eligible for permits within the current CPZ order) - would result in significant inconvenience and reduce the value of this property, noting also

that the occupiers of the Upper Flat who had initiated the query onto the status of permit eligibility for these flats had no intention of affecting the status quo in respect of the permit eligibility for the Garden Flat.

15. Two expressions of support for the proposal were received from occupiers of the Upper Flat which - while confirming that they had no issue with the Garden Flat continuing to be allocated up to two permits – also noted that they considered the proposed allocation of one vehicle permit per flat to be fair if the total allocation of vehicle permits for both properties was to be limited to two permits.
16. One expression of support for the proposal was received from a member of the public not resident in the area.
17. It is accepted that the current informal arrangements for eligibility for two permits for the Garden Flat have been in place for over ten years and pre-date the purchase of this property by the current owner, who has provided evidence of email exchanges between officers at Oxford City Council and Oxfordshire County Council as part of documentation relating to their purchase of the property. Notwithstanding this, Oxfordshire County Council as highway authority has power to promote proposals for new and amended traffic regulation orders including those which affect the parking provision, irrespective of past decisions by officers.
18. It is considered that the proposed division of permit eligibility between the two flats is equitable both for their occupiers and also for other residents of this area given the high demand for residents parking, and addresses for the benefit of the occupiers of both flats the current absence of any permit eligibility for these properties with the current CPZ order.

How the Project supports LTP4 Objectives

19. The proposals would support LTP4 objectives as detailed in paragraph 4 above.

Financial and Staff Implications (including Revenue)

20. Funding for the proposed measures has been provided from the County Councils revenue budget.

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704

February 2019

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Oxford City Councillor Louise Upton, (North Ward)	Object - I would like to formally object to the exclusion of 4a and 4c North Parade from eligibility for parking permits. Please could your colleagues responsible for Oxford have a look at the nearby streets they will feel that the exclusion of eligibility isn't relevant or needed at this time. There is no parking on North Parade itself, but there is little parking pressure on the surrounding streets (Canterbury and Winchester Roads both have huge houses with large drives and few cars actually parked on the street).
(3) County Councillor, Emma Turnbull (University Parks, Oxford)	Object - I support the City Cllr in objecting to the exclusion of 4a and 4c North Parade from parking permit eligibility. Please could this decision be reviewed?
(4) Local Resident, (North Parade Avenue, Oxford)	<p>Object - The main issue for the exclusion of the above property during planning permission was to manage heavy on-street parking pressures in the area but this isn't actually the case. There are always empty residents' parking bays on the streets within WM, e.g. Winchester and Bevington Road.</p> <p>After initially applying for residents' parking and being turned down, I sought the help of Councillor Upton who acknowledges that there is little pressure on the residents' parking bays in WM. She wrote to ask the Council if they would be willing to vary the condition (correspondence on file). Transport Planner, Will Madjwick, is familiar with the case.</p> <p>My neighbour (4C) was granted a parking permit earlier this year and parked for several weeks, with no adverse effects to highway safety, or causing parking stress in the immediate locality. Later it was discovered the Residential Parking Team had made an administrative error and they withdrew the permission. Team Leader, was involved in investigating the situation. In your document, 'Schedule 4 (Part IV of the Order) Postal Addresses from which residents are eligible to apply for permits' only 4A and 4C have been excluded, yet 4B is eligible. This seems inconsistent and I wonder why sections of the property have differing eligibility.</p>

	<p>Councillor Emma Turnbull has also offered support asking for the condition to be reconsidered and parking granted.</p> <p>I have provided photographs at different times of the day showing empty spaces in previous correspondence. I am happy to resubmit these if necessary.</p> <p>I would be very grateful if you could look into the case once again and grant 4A and 4C residents parking. I would be willing to pay the Council's administrative costs.</p>
(5) Local Resident, (North Parade Avenue, Oxford)	<p>Object – I am writing to object to the 'ineligible' status currently associated with property 4 North Parade Avenue and residential parking permits of the area WM.</p> <p>I have grown up and lived in Oxford all my life and absolutely understand the want to reduce traffic in the city (hence why I have my bike for usage around the town) and the pressures Oxford streets face with regards to parking. However, if you would consider the below reasons, which I believe to be valid, I think there is a case to object for our location.</p> <p>I understand my neighbour of the same property has been in contact with various council members who also believe our case is valid - I'm sure names and their support could be provided upon request.</p> <ul style="list-style-type: none"> - I work outside of Oxford at a location not connected via public transport so I need a car for my job especially as I travel widely visiting clients. However, this also means that my car is not on the street Monday - Friday during working hours. - I was granted a parking permit earlier this year as I was unaware of the ineligibility (subsequently contacted by the council to say they had made an error and were revoking it). The road I park on, Winchester Road, has always had spaces and there are many many bays empty outside the college buildings towards Bevington Road that during my time with the permit have never been adversely affected. I can provide photos showing the bays in question. I have always been able to find a space and not caused any parking issues for neighbours. - I purchased the property because I love the city and intend on living here for many years and having my family here, and like the properties around us I pay the council tax rate for the location I'm in. The other properties get residential permits and I feel as part of the same community building 4C and 4A should be granted the same. - Also as a single female having a car is also a comforting factor at certain times when travelling alone out of the city.

	<p>I am more than happy to pay for any costs of covering the change in status and of course would continue to pay the rates for parking permits.</p> <p>As mentioned before having read the documents in relation to this case I understand and appreciate the perspective of the council but the reason the property was declined was because of "heavy street parking pressures" which in Jericho and Summertown yes are a big problem but on the roads Winchester/Canterbury/Bevington this is not the case. These roads are mainly flanked by college buildings and student housing which means the broad, long roads are not inundated with cars and which is why there are always rows of empty bays.</p>
(6) Local Resident, (Marlborough Road, Oxford)	<p>Object - We are writing to object to the proposal made regarding eligibility for parking permits at No.84 Marlborough Road.</p> <p>We would like to object on the basis that we, as owners of the Garden Flat, freeholders at No.84, bought our flat in 2015 with two residents parking permits. This weighed significantly on our decision to purchase the property, given the difficulty of parking in central Oxford.</p> <p>Our understanding is that there is a complex set of circumstances and exceptions regarding this property and its parking situation. Specifically, when the house was split into two separate flats, the parking allocation was taken away, but this was contested by the original homeowner (and freeholder) to be retained by the Garden Flat, on the basis that the Garden Flat was the 'original' property and the Upper flat was a 'new' property and, therefore, not eligible for any permits. It is noted in the planning documents that there is no eligibility for parking unless otherwise agreed in writing by the local planning authority. We have an email trail from the Head of City Development and Parking Shop Manager at the time (2008) agreeing to honour residential permits for the Garden Flat moving forward (this can be provided on request).</p> <p>Having spoken with our neighbours in the Upper flat, it was not their intention to gain a resident's permit at a cost to the Garden Flat, and in fact the original query was raised to see if it was possible to gain visitors permits for the Upper Flat property. This is an issue we believe we could pursue separately if required and we would support this.</p> <p>Whilst we understand that clarity is required for ourselves and future owners of the flats, we feel we lose substantially from the new proposal. This is not what we paid for when making our purchase. We also understand that the previous and current owners of Upper Flat understood fully that there was no eligibility for permits when purchasing Upper Flat.</p> <p>We would like to retain the two permits currently allocated to Garden Flat (both of which, although not currently the case, have been granted simultaneously during our residence at the property).</p>

(7) Local Resident, (Fern Hill Road, Oxford)	Support – <i>No comment or detail provided.</i>
(8) Local Resident, (Marlborough Road, Oxford)	<p>Support - In addition to the parking permit for each the Upper Flat and the Garden Flat of 84 Marlborough Road, I would also support the Garden Flat receiving a second parking permit. I understand that this would take the overall number of parking permits for No. 84 to 3 but it would resolve confusion from all sides over the present situation and make everybody happy.</p> <p>However, if no more than two parking permits can be assigned to No. 84, we think a 1/1 split between the two flats is the only fair solution given that the Garden Flat is a 1-bedroom flat and the Upper Flat is a 2-bedroom property. We think that for some reason, 2 parking permits for No. 84 have been assigned to the Garden Flat erroneously. Whilst the Garden Flat is the freeholder of the property, we have been advised that it is prohibited for landlords to apply for parking permits over residents.</p>
(9) Local Resident, (Marlborough Road, Oxford)	<p>Support - In addition to the parking permit for each of the Upper Flat and the Garden Flat of 84 Marlborough Road, I would also support the Garden Flat receiving a second parking permit. I understand that this would take the overall number of parking permits for No. 84 to 3 but it would resolve confusion from all sides over the present situation and make everybody happy.</p> <p>However, if no more than two parking permits can be assigned to No. 84, we think a 1/1 split between the two flats is the only fair solution. In the past it seems as if 2 permits were given to the Garden Flat erroneously, despite it being a 1-bedroom property and the Upper Flat having 2 bedrooms.</p>

Division(s): Cowley

CABINET MEMBER FOR ENVIRONMENT – 14 FEBRUARY 2019

OXFORD, BARRACKS LANE - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery, Communities

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to defer a decision on the proposed waiting restrictions in Barracks Lane, Oxford, which may be more appropriately considered as part of a Controlled Parking Zone proposed for this area.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development, and when requested by the local member or local councils due to concerns over parking obstructing traffic and / or being detrimental to road safety.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce additional waiting restrictions at Barracks Lane.

Background

4. The above proposal as shown at Annex 1 has been put forward at the request of the local member in response to concerns over safety and the obstruction of traffic arising from parking in the area. Problems are reported to be especially acute during student arrival and departure times for Tyndale Community School on William Morris Close which is accessed from Barracks Lane. It should also be noted that Barracks Lane forms part of a well-used cycle route between Cowley and the city centre.
5. An informal consultation on proposals to introduce Controlled Parking Zones (CPZs) in this area as part of wider plans for additional CPZs in Oxford was carried in the latter part of 2018 and parking surveys have recently been completed as part of this process although they are awaiting analysis. A report on this consultation is due to be considered at the Cabinet Member for Environment decisions meeting on 28 March. The local member – who is fully aware of the CPZ proposals – considered that the problems arising from parking here are nevertheless sufficiently severe to merit these specific

proposals being brought forward ahead of any CPZ, and has provided funding from the budget allocated to local members for minor schemes

Consultation

6. Formal consultation on the proposal was carried out between 6 December 2018 and the 8 January 2019. 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, Oxford City Council, and the local County Councillor. Street notices were placed on site and letters sent to properties adjacent to the proposals.
7. 15 responses were received during the course of the consultation, summarised as below:

Proposal	Support	Object	Neither/No opinion	Total
Double Yellow Lines	2	10	3	15
Single Yellow Lines	1	9	5	15

8. The responses are recorded at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object to the proposals as responsibility for parking enforcement does not fall to them within Oxford City.
10. Objections were received from members of the public on grounds including the loss of parking (particularly from residents of Hollow Way, many of which do not have off street parking), the perceived absence of a severe problem warranting the proposals and concerns that the proposals would not in any case address the problems at school journey times, as the short-term waiting would very likely not be deterred by the proposed restrictions. Concerns were also expressed about the potential for parking to be displaced into side streets thereby causing additional problems for residents of those streets.
11. Noting that the balance of opinion is predominantly not supportive of the proposals and the planned reporting in March to the Cabinet Member for Environment on the programme of CPZs in the area, officers consider – while recognising the concerns of the local member – that deferring a decision on the proposals would be appropriate to enable the parking issues in the area to be considered and addressed comprehensively as part of a CPZ. Should for any reason a CPZ not be progressed here, it would be possible to reconsider these proposals without the need for a further statutory consultation (providing this is done within two years of the start of the consultation, i.e. 6 December 2018).

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

13. Funding for the proposed measures has been provided by the funding allocated to local members for minor schemes.

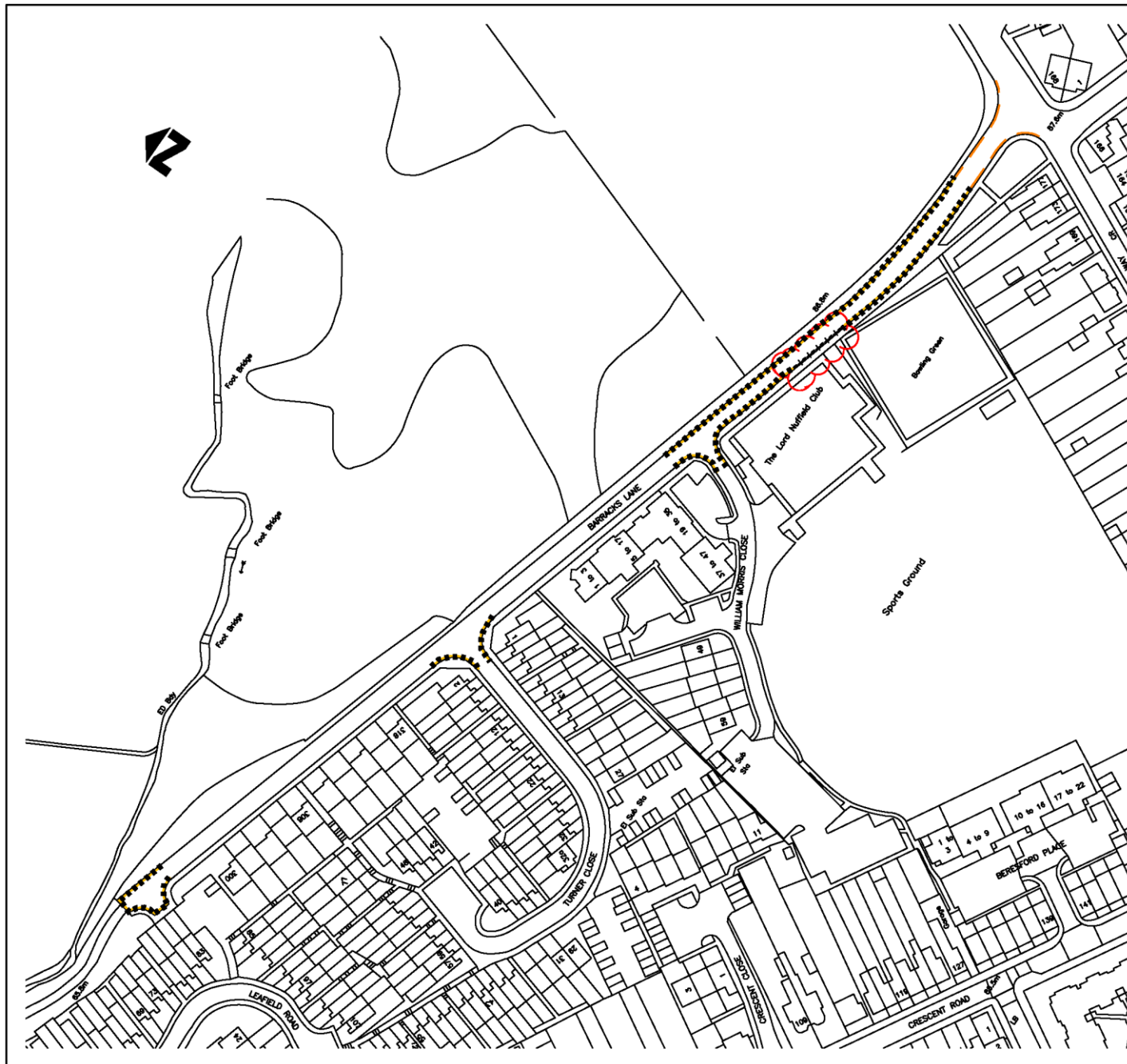
OWEN JENKINS

Director for Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

February 2019



Notes																
<p>Existing No Waiting at any time.</p> <p>Proposed additional no waiting at any time.</p> <p>Proposed No Waiting Monday to Friday 8am to 6.30pm.</p>																
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Rev	Description	By	Date	Chk'd	Auth											
<p>Oxford Direct Services Marsh Road, Oxford OX4 2HH T: 01865 335400 E: oxforddirectservices@oxfordds.co.uk</p>																
<p>Client</p>																
<p>Project</p> <p>Oxford:Barracks Lane Miscellaneous Waiting Prohibitions 2018</p>																
<p>Title</p> <p>Layout of Waiting Prohibitions</p>																
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - <i>No comment</i></p> <p><u>Single Yellow Lines</u> - Object - <i>No comment</i></p>
(3) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - <i>No comment</i></p> <p><u>Single Yellow Lines</u> - Object - <i>No comment</i></p>
(4) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - The problem with the parking has been caused by OCC giving permission for the school to be developed in William Morris Close in the first place. This was always going to be a major problem as parents do not walk their children to school (a lot come from a distance to this school) and they abandon their cars wherever they like and can be abusive when asked to move. Also, the staff at the school have a lot of vehicles. A lot of the people who actually LIVE in Hollow Way do not have driveways. This is especially true for the ones on the opposite side of Hollow Way where letters about this proposal were NOT SENT to. My husband is paraplegic and we have a disability vehicle, we do not have a drive. My neighbours do not have driveways. I hope there is going to be adequate parking allocated for those of us who WILL be needing it. Horspath Road is not wide enough or safe enough to provide parking. When the student accommodation proposed for the Hollow Way/Horspath Road corner is erected there will be further parking problems. I realise no-one from the council actually lives in Hollow Way.</p> <p><u>Single Yellow Lines</u> - Object - People need to park at all times of the day in Barracks Lane. It is ridiculous to imagine this road is going to be clear during the currently proposed hours. We cannot park in Hollow Way, so where do you propose we park!!</p>

(5) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - This issue was more than expected by the residents of Hollow Way and the surrounding area, after it was agreed to build the school in William Morris Close. It was always going to become a major problem, parents no longer walk their children to school (travel longer distances to get to the school) and abandon their cars wherever they like, can be abusive when asked to move and clog up the roads at particular times. It can be very congested around the area, adding to trip times. I am sure that a lot of the vehicles parked down Barracks Lane belong to school staff. Most of the people that LIVE in Hollow Way, do not have drives. This is especially true for the ones on the opposite side of Hollow Way, I hope there is going to be adequate parking allocated for those who WILL need it. The Horspath Road is not ideal to provide extra parking due to its size and bus route. When/if the student accommodation proposed for the Hollow Way/Horspath Road corner is built, there will be further parking problems in the area. I would suggest that council members, who I am sure do not live in the area, try driving into the area for a week and then hopefully will revise the current proposals.</p> <p><u>Single Yellow Lines</u> - Object - People need to park at all times of the day in Barracks Lane. The currently proposed relaxed waiting hours, before and after 8am to 6.30pm Monday to Friday, will have little or no impact at all. If people cannot park in Hollow Way where is it proposed that hard-working people, those with young families and those that are disabled will park!</p>
(6) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - This will stop residents being able to park in an area where there is already not enough parking for one car per house. Surely the permit scheme that is already going to start in this area will solve the issue.</p> <p><u>Single Yellow Lines</u> - Object - Same as above - restrictions should not apply to residents of the area as there is already limited on street parking and the majority of houses do not have a driveway.</p>
(7) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - I park my car on Barracks Lane in the evening and on weekends, when there's never any traffic. If these new parking measures are to combat the jams and bottlenecks that occur when parents are delivering their children to school, then I think the council have misunderstood the issue. Double yellow lines or single yellow lines won't do anything to stop parents parking their cars for a few minutes when delivering their kids. How else are they supposed to drop their kid off?</p> <p>The only way to combat the issue is to make sure large numbers of cars aren't driven down there in the first place. Ask parents to park somewhere else and walk their kid to school or find a different mode of transport.</p> <p>The proposed restrictions will punish local residents and do nothing to ease congestion.</p>

	<u>Single Yellow Lines</u> - Object – <i>As above</i>
(8) Local Resident, (Kirtlington)	<p><u>Double Yellow Lines</u> - Object - Our son, daughter-in-law and grandchild (soon to be two grandchildren) live on Hollow Way. We visit regularly, in particular for babysitting and invariably park in Barracks Lane. We have never encountered any problems or congestion.</p> <p>Our son also parks in Barracks Lane. Everyone is aware of how restricted the parking is in the area and these proposals seem certain to aggravate the situation and cause additional problems elsewhere. There seems to us to be something inherently unfair if the Council has granted permission for a new hall of residence and now seeks to punish the local residents.</p> <p><u>Single Yellow Lines</u> - Object – <i>As above</i></p>
(9) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - I live on Hollow Way and am part of a small number of people who park their car on Barracks Lane at evenings and weekends. Please see the photo taken last night when I got home from work, showing 7 cars parked on Barracks Lane at 6:40pm. At evenings and weekends this is approximately the norm.</p> <p>For the absolute vast majority of the time, Barracks Lane is utterly traffic free. It's rare to meet another car on the way down or to see any more than a single car waiting at the lights at the top of the lane. Therefore, for the vast majority of the time there are absolutely no concerns over traffic safety and movement due to unregulated waiting. That is, of course, apart from the traffic congestion and general chaos that occurs on Barracks Lane during drop off (8:20-8:40am) and pick-up times (14:55-15:15) for Tyndale Community School on the 190 school days of the year.</p> <p>Of course, there's no denying that during the school drop-off and pick-up times stationary cars cause part of the problem, so I can understand how implementing single yellow lines, with no parking on weekdays between 8am-9am and 2:30-3:30pm would hopefully ease that traffic flow. But considering these traffic issues only occur for roughly an hour a day, on roughly half the days of the year, my feeling is that implementing double yellow lines would only serve to disadvantage local residents by putting further pressure on parking in other local areas (Temple Cowley & Hollow Way South) or possibly just push cars further down Barracks Lane.</p> <p>I think it's worth pointing out that stationary cars on Barracks Lane are not the sole cause of the congestion on Barracks Lane during peak times on school days. Also to blame are:</p>

	<p>1. the width of the road at the neck of William Morris Close, which doesn't allow a car to turn into the close while there's a car waiting to leave. Have you considered widening this exit?</p> <p>2. the fact that the lights at the top of the road only allow for a maximum of 5 or 6 cars to get through the light at any one time. More usually 4 get through. Have you thought about increasing the length of the green light during pick-up and drop-off times?</p> <p><u>Single Yellow Lines</u> - Object - <i>As above</i></p>
(10) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - I live in William Morris Close. I was opposed to the Tyndale school setting up in William Morris Close partly because of traffic problems. These problems have now happened as they managed to get permission to run the school. I wanted the building to be a sports club/gym and the field there opened up for everyone to use. It's been an eyesore because the developers want to build over what should be a nice open space for communal use.</p> <p>The catchment area of the school is across all OX1 to OX4 so there are many parents dropping off and collecting with car. Staff are parking along Barracks Lane blocking the traffic going to and from Hollow Way. Some people park in Barracks Lane and commute into the town centre. The commuters were not a problem before the school started.</p> <p>Traffic is a problem now between 8 and 8:45 and it's very sensible to either close-down the school or put the parking restrictions in place. (There is probably chaos at 3 -4 pm as well but I am not around to see it.)</p> <p>The parents will ignore the yellow lines/no waiting zones and drop off/collect anyway over them unless you have a parking attendant there at the time. They already pull into residents only parking and onto pavements. Very unsafe for children crossing roads. Children and other cyclists coming down Barracks Lane from Hollow Way are at risk from the parked cars and they cannot be seen by car drivers pulling out from William Morris Close.</p> <p>Also, when there are vans delivering and coaches coming to pick up students William Morris Close gets blocked for as long as the coach driver feels like until the students depart. I expect the coach drivers get there 30 minutes early. They are going to ignore the no waiting zones.</p> <p>However, as a resident of William Morris Close, I only have one dedicated parking space. We have 2 cars and sometimes visitors with cars. Mostly the cars are just there overnight but I don't want to be blocked from parking during the weekdays when we need to leave the second car nearby.</p>

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	<p>I would like residents and visitors to be able to park without restriction but block the 50-100 cars that come down into the cul-de-sac road (William Morris Close) to drop off/collect at the school.</p> <p><u>Single Yellow Lines</u> - Object - As above</p>
(11) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - I live in Turner Close and would like to know if the parking restrictions go past my house thus not enabling me, as a resident, to park outside my own property?</p> <p>I can understand why these are being put in place and totally agree that they should be because of the school in William Morris Close. I do, however, object to them in Turner Close if it does not enable me to be able to park outside my own house.</p> <p><u>Single Yellow Lines</u> – No opinion – No comment</p>
(12) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Support - We also need cycle lanes</p> <p><u>Single Yellow Lines</u> - No opinion - No comment</p>
(13) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Support - It is very important to also take into account the parking situation at the top of Horspath Road from Holloway down to Wilkins Road, as this part of the road is used by parents who take their children to the new school Tyndale in Barracks Lane (Old Morris social Club).</p> <p>They cause problems with buses and cars unable to pass, as residents on the opposite side of the road park their cars on the road. Some of these houses are in multi occupation with many cars to each house.</p> <p>The parents etc think it a good idea to open car doors on the road side when vehicles are approaching to get their children in and move off quickly. Accidents are awaiting to happen at this location.</p> <p>The school has not kept to its promise on car use and is getting too large which will only increase the problems. Also builders' vans get parked there during the day which also adds to the traffic problems.</p> <p><u>Single Yellow Lines</u> – Support - No comment</p>

(14) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Neither - My wife and I are residents of William Morris Close and we have just received your letter about the proposed parking restrictions on Barracks Lane. As much as we agree that there is unregulated parking in the area, primarily because of Tyndale School, we are concerned as this is likely to make our situation worse. At the moment parents of children that attend the school and staff at the school use our private parking area (to the rear of our property) to bring and collect their children. By restricting the parking on the roads this will put more pressure on them to use our private parking spaces. What do you propose to do to stop this happening??</p> <p><u>Single Yellow Lines</u> - Neither - <i>No comment</i></p>
(15) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Neither - 1. This will likely cause the problem to move onto Horspath Road where cars park alongside the recreational ground resulting in obstructions to the flow of traffic and especially the number 10 bus.</p> <p>2. Removing parked cars increases the ability for drivers to speed close to the school, residential properties and children who walk up/down Barracks Lane from local secondary school.</p> <p>3. I'm aware that a large number of cars accessing these roads at certain times are around school pick up. To encourage people out of their cars has the council also considered the pedestrian crossing at the junction of Hollow Way, Horspath and Barracks Lane. We walk our children to the school on Barracks Lane which involves crossing this junction. Cars drive very fast across it, the pavements are very narrow and there are only buttons to press to cross on some corners.</p> <p><u>Single Yellow Lines</u> - Neither - <i>As above</i></p>

Division(s): Ploughley

CABINET MEMBER FOR ENVIRONMENT – 14 FEBRUARY 2019

CHESTERTON THE HALE- PROPOSED 30MPH SPEED LIMIT

Report by Director for Infrastructure Delivery, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a 30mph 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.

Introduction

3. This report presents responses received to a statutory consultation to reduce the speed limit to 30mph (from the national speed limit of 60mph) on the road known locally as 'The Hale' at Chesterton from the terminal point of the existing 30mph speed limit just south of its junction with the A4095 southwards by approximately 180 metres, to include the access to a new residential development.

Background

4. The above proposal as shown at Annex 1 has been put forward in conjunction with approved residential development on the east side of The Hale.

Consultation

5. Formal consultation on the proposal was carried out between 10 January and 8 February 2019. A public notice was placed in the Bicester Advertiser newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Chesterton Parish Council and the local County Councillor.
6. Six responses were received. 1 objection from the Parish Council, 3 expressions of support (although 2 of these requested the limit be extended further) and 2 non-objections from the Thames Valley Police and the local County Councillor – who raised queries regarding the extent of the proposal.

The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police expressed no objection to the proposal.
8. Chesterton Parish Council expressed a strong objection on the grounds that the 30mph speed limit should be extended to include all of The Hale (i.e. to its junction with Akeman Street), noting that this narrow road which has no footway is regularly used by pedestrians and also that the narrow width presents a hazard to traffic.
9. County Councillor Corkin, the local member, while expressing no opinion for or against the proposal, noted that he was aware of concerns that the proposed 30mph limit would not apply to the whole length of the road, but presumed that there were technical reasons explaining this.
10. Three expressions of support for the proposal were received from members of the public, although it should be stressed that two of these were qualified on the grounds that the proposed limit should apply to the full length of the road.
11. The concerns of Chesterton Parish Council and other parties expressing the view that the limit should extend the full length of the road are noted. In considering the extent of the proposals, officers took account of the national guidance on setting local speed limits issued by the Department for Transport and also the normal practice applied in the county when new development is approved outside a current 30mph limit. In these cases, a 30mph speed limit will be extended to approximately 50 metres beyond the new access; it is considered extending a limit further beyond this point - where there is no roadside development - risks devaluing the impact of the limit as drivers will not see the reason for the 30mph restriction.
12. There are many comparable examples in the county of roads with no roadside development and no footway but with appreciable usage by pedestrians and it is accepted that despite there being typically very few reported injury accidents (as is the case at The Hale where no such accidents of any type have been reported in the past 5-years between its junctions with the A4095 and Akeman Street) there are nevertheless understandable local concerns over safety. Speed limits alone will not be an effective way of addressing such concerns but could potentially be considered if accompanied by appropriate traffic calming measures. Officers would be willing to meet Chesterton Parish Council to explore options for such measures subject to funding being available.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

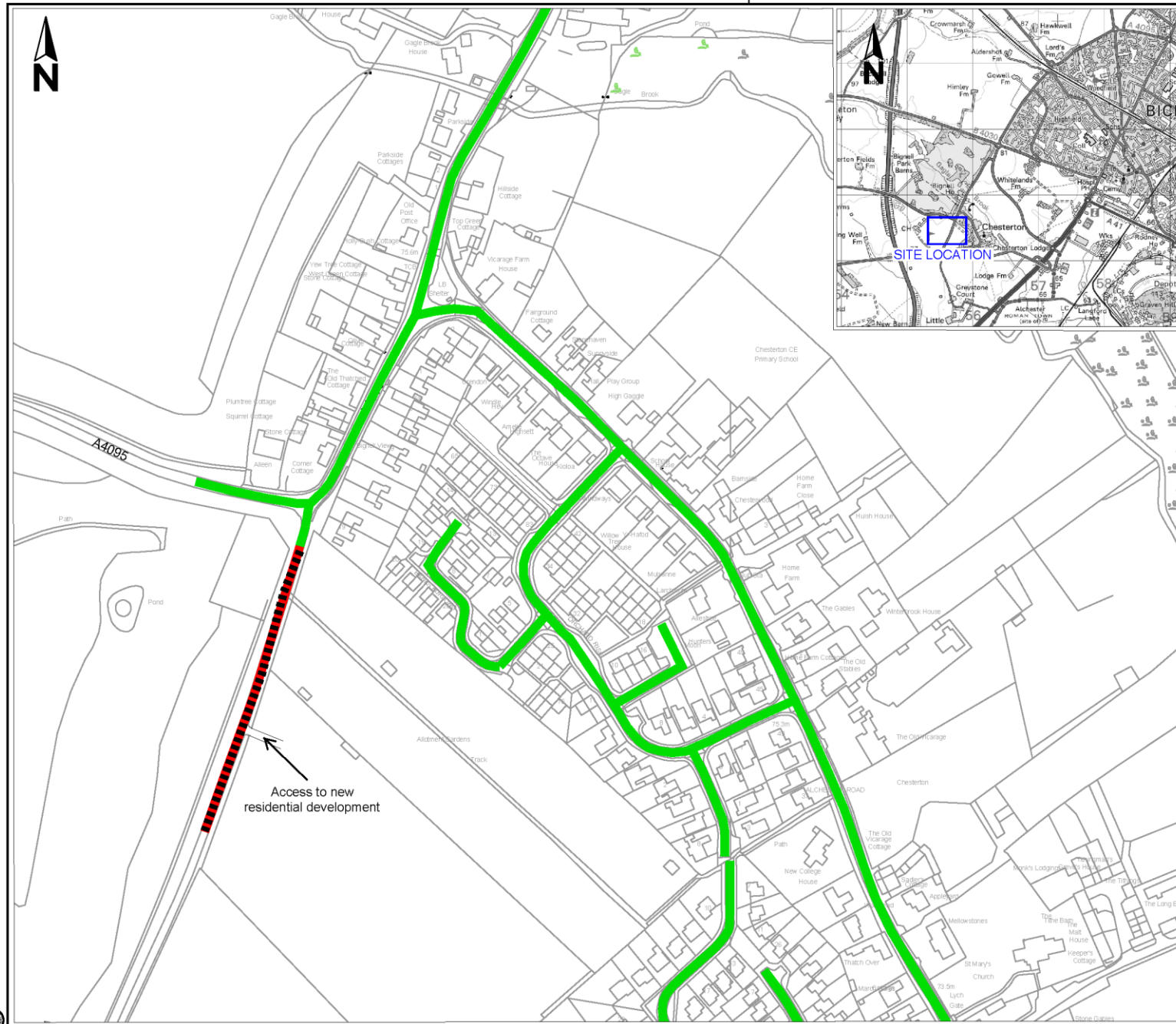
14. Funding for the proposed measures has been provided by the developers.

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

February 2019



Drawing No.		Revision	
		0	

Key

- Proposed 30mph Speed Limit approximately 180 metres
- Existing 30mph Speed Limit (to remain)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

PROPOSED 30MPH SPEED LIMIT

Drawing title

CHESTERTON

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	12/18		

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - I have visited the location and note the location of new housing and access to the existing Hale Lane length. Whilst the character of road will not change the justification of inclusion is understood within the village curtilage.
(2) Chesterton Parish Council	<p>Object - There is general disbelief that the 30mph limit will only apply to the 180 metres (with a wide footpath) from the A4095 to just beyond the entrance to Audley Gardens, leaving the rest of this narrow road (with no footpath) with a 60mph limit over the most dangerous section up to the junction with Green Lane. We would request that the 30mph limit be extended from the A4095 to the junction with Green Lane/Akeman Street.</p> <p>We have been in discussion with OCC for some time over the S106 Agreement which states that 'the unnamed road from the A4095 to Green Lane will be widened' and this has yet to be resolved.</p> <p>Measurements on the section over which the 30mph speed limit is not proposed suggest that the width of The Hale is as low as 4.3m in this section as opposed to nearly 4.8m approaching the junction with the A4095.</p> <p>We are already in receipt of letters from residents on Audley Gardens warning us of this dangerous section with no footpath when pushing prams or exercising dogs or simply going for a walk.</p> <p>Already Highways are examining the possibility of widening the access from The Hale to Akeman Street because of the very limited visibility.</p> <p>We will welcome a site visit which will demonstrate the difficulties of two cars passing in this section often at some speed. Also, please note that there is signage indicating that The Hale is unsuitable for HGVs – this is conveniently ignored on many occasions.</p> <p>We recognise that the County Council is committed to ensuring the safe movement of both motor vehicles and other traffic. This proposal will not minimise vehicle or pedestrian safety or the safe passage of traffic unless the 30mph limit</p>

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	<p>is extended to the Green Lane/Akeman Street junction.</p> <p>We ask that the Council re-consider this situation and extends the proposed 30mph limit instead of the current national speed limit on this section of The Hale.</p>
(3) Local County Councillor, (Ploughley Division)	Neither - I have had a number of residents say they would support a 30mph speed restriction along the entire length of The Hale. I assume there are reasons why this is not the case?
(4) Local Resident, (Chesterton)	Support (with concerns) - I would propose that the full length of The Hale together with an additional stretch from the Bicester Golf Hotel into Green Lane Chesterton is restricted to 30mph if not 20. The Hale is used as a shortcut to avoid the M40 J9 rush hour queues and the tendency of drivers is to speed where they can, to justify the extra distance travelled. The crossroads at the bottom of The Hale has had many near misses and several actual collisions over the last few years that I have lived here. I would also propose additional traffic calming measures to discourage drivers from using The Hale for reasons apart from local access, especially given the lack of provision for pedestrians.
(5) Local Resident, (Cheserton)	Support (with concerns) - I feel that while this is a step in the right direction it does not go far enough to protect the safety of pedestrians and other road users. Extending the 30mph zone to cover the entirety of The Hale down to the crossroads would be a much better option and one that would be in the public interest. It would certainly make the area much safer for residents who are out walking or cycling. Furthermore, the cost difference to the council would be negligible but the safety benefits greatly improved.
(6) Local Resident, (Bicester)	Support - I live in the new development off the Hale (Audley Gardens). At present cars travel at fast speeds down the Hale before slamming on their brakes. I have two young children, and I would like them to be able to go out and about without having to worry about cars travelling 60mph (and in some cases exceeding that) down the adjacent road. It also makes it difficult some mornings to turn onto the road as many use it as a cut-through.

Division(s): Banbury Calthorpe, Banbury Grimsbury & Castle, Banbury Hardwick, Banbury Ruscote, Bicester West, Bicester Town, Bicester North, Kidlington South, Chipping Norton, Kirtlington & Kidlington North, Deddington, Wroxton & Hook Norton, Witney North & East, Witney West & Bampton, Witney South & Central

CABINET MEMBER FOR ENVIRONMENT – 17 JANUARY 2019

CHERWELL AND WEST OXFORDSHIRE DISTRICTS – PROPOSED DISABLED PERSONS PARKING PLACES

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to:
 - (a) approve the proposed Disabled Persons Parking Places in; Fiennes Road and Windrush Banbury; Fox Close, Chipping Norton and Wise Avenue, Kidlington;
 - (b) defer a decision on the proposed bays in Blake Road, Bicester; The Paddocks, Deddington; Walkers Height, Finstock, High Street, Hook Norton and Springfield Park, Witney pending further investigation by officers; and
 - (c) note that the bay in Upper Arncott (Greenfields) is no longer required.

Executive summary

2. Disabled Persons Parking Places are provided on the highway where there is an established need by 'blue badge' holders in order to facilitate access to their homes and amenities such as medical practices and shops.

Introduction

3. This report presents responses received to a statutory consultation on proposals to introduce proposed Disabled Persons Parking Places (DPPPs) at various locations in Cherwell and West Oxfordshire districts as shown at Annexes 1 to 9.

Consultation

4. Formal consultation on the proposal was carried out between 6 December 2018 and 4 January 2019. 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, Cherwell District Council and West Oxfordshire District Council and relevant Parish Councils. Street notices were placed near to the location of the proposed restrictions, with letters also being sent directly to approx. 300 properties in the immediate vicinity of the proposals.

5. 31 responses were received to the consultation as summarised below:

Location	Object	Support
Banbury – Windrush	1	1
Banbury – Fiennes Road	1	-
Bicester – Blake Road	4	1 with concerns
Chipping Norton – Fox Close	2	-
Deddington – The Paddocks	3	3 (1 had concerns)
Finstock – Walkers Heights	3	-
Hook Norton – High Street	3	-
Kidlington – Wise Avenue	3	-
Witney – Springfield Park	6	-

6. The responses are summarised at Annex 10. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposals.

Banbury – Fiennes Road and Windrush

8. One objection was received for each of these proposals from a resident of the respective road on the grounds of the already severe pressures. However, as the applicants already park their vehicles on these roads, officers do not consider that the designation of a DPPP would further aggravate parking pressures at either location and recommend proceeding as advertised with both proposals.

Bicester – Blake Road

9. Four objections were received from residents on the grounds of the existing parking pressures and concerns about the actual need for the DPPP. One expression of support was also received, which though also noted their concerns over parking by non-residents. After considering the responses officers recommend deferring a decision on this proposal pending further site investigations.

Chipping Norton – Fox Close

10. Two objections were received from residents on the grounds of the existing parking pressures and concerns about the actual need for the DPPP and the principle of the applicant having effectively a designated parking space for their own use. Officers do not consider that the designation of a DPPP would further aggravate parking pressures at either location and would note that all DPPPs in residential areas are provided to facilitate the mobility of the disabled residents making the application for a DPPP, although such spaces are not legally reserved for any specific person, and can be used by any blue badge holder. In view of this officers recommend proceeding as advertised with this proposal.

Deddington – The Paddocks

11. Three objections were received from residents who, while supportive in principle in making provision for disabled residents, had strong concerns about the specific proposal due to an approved development currently in progress. While three expressions of support were also received albeit one being qualified) officers recommend deferring a decision on this proposal until the development is complete in order to enable a further assessment taking account of the revised vehicle access provision.

Finstock – Walkers Height

12. Three objections were received from residents noting that provision of a DPPP needed to take account of the number of blue badge holders living in the road in addition to the applicant. Officers therefore recommend deferring approval pending further investigation.

Hook Norton – High Street

13. Three objections were received from residents on the grounds of the existing parking pressures and concerns about the suitability of the proposed location for the DPPP and the actual need for one to serve a small village store. After considering the responses officers recommend deferring a decision on this proposal pending further site suitability investigations.

Kidlington – Wise Avenue

14. Three objections were received from residents on the grounds of the existing parking pressures and concerns about the actual need for the DPPP. Having reviewed these representations and confirmed the need for the proposed DPPPs, officers recommend proceeding with the proposals as advertised

Witney – Springfield Avenue

15. Six objections were received from residents on the grounds of the existing problems with the applicant's large van parked on the highway causing obstruction to traffic, noting that the applicant has an off street parking place that appears to be large enough to allow the loading/unloading of a mobility scooter. The parking of the van where the DPPP is proposed was reported to be causing particular problems for deliveries to a residential development under construction, and that problems would continue when the development is completed due to the additional traffic. The van is also considered to present a danger to pedestrians crossing in its vicinity. After considering these responses officers recommend deferring approval of the proposal pending further investigation.

How the Project supports LTP4 Objectives

16. The proposals would help facilitate the mobility of residents with disabilities.

Financial and Staff Implications (including Revenue)

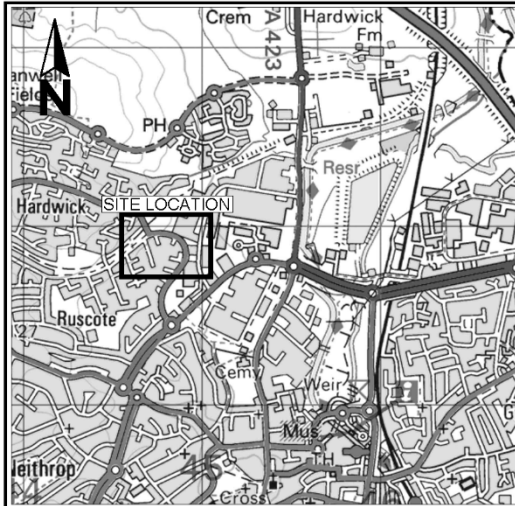
17. Funding for the proposed measures has been provided from the council's revenue budget.



OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plans of proposed DPPPs
 Consultation responses

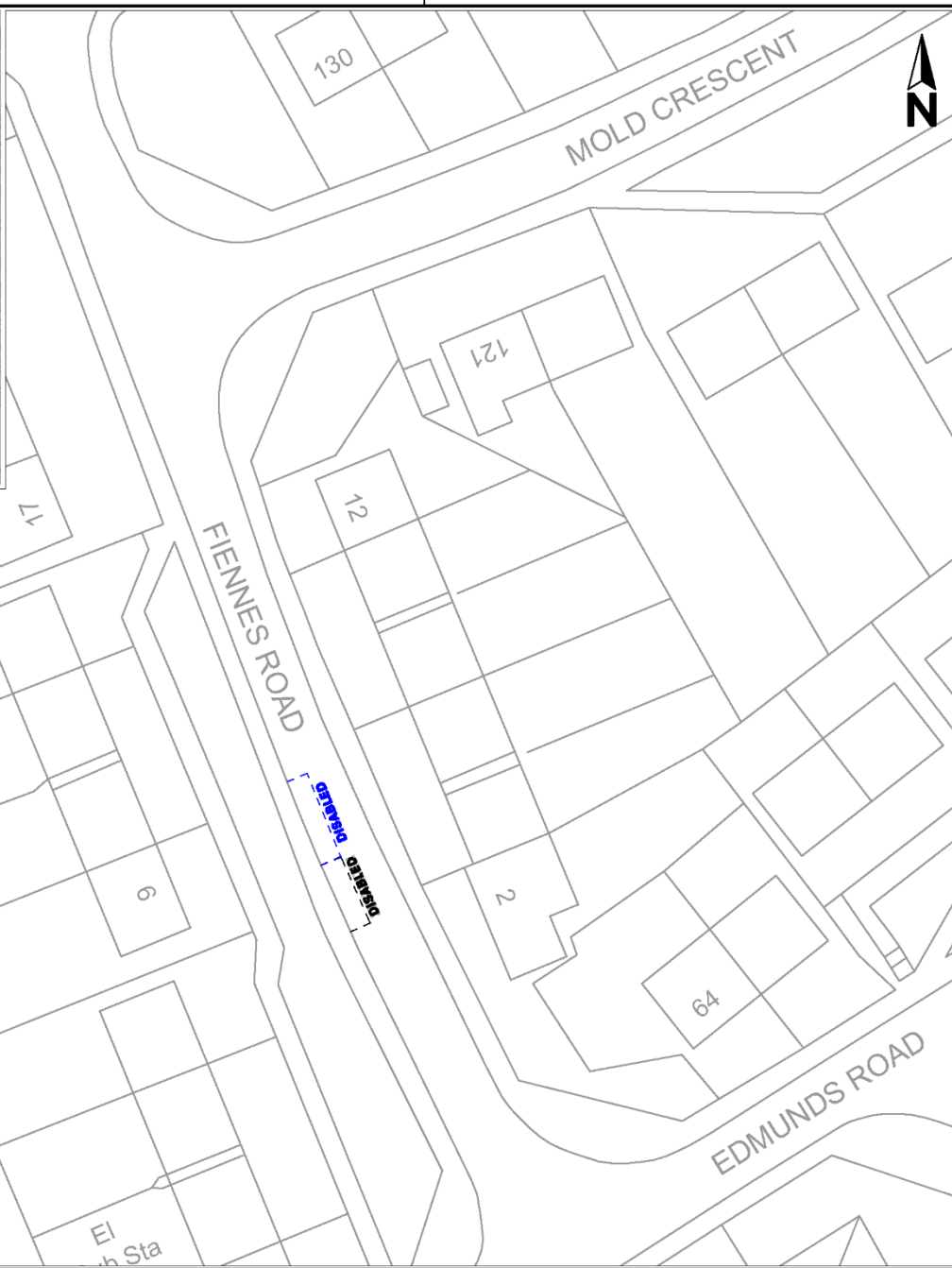
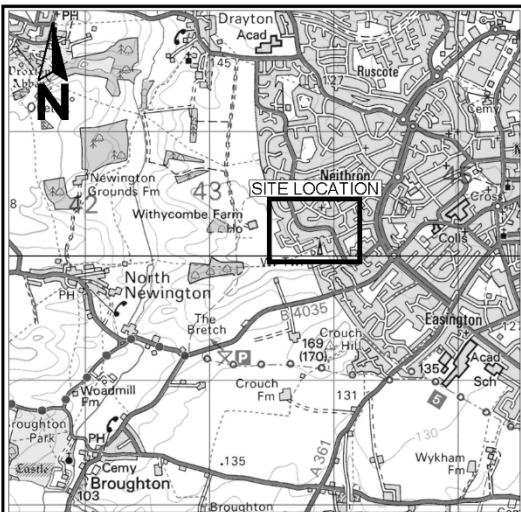
Contact Officers: Hugh Potter 07766 998704

February 2019

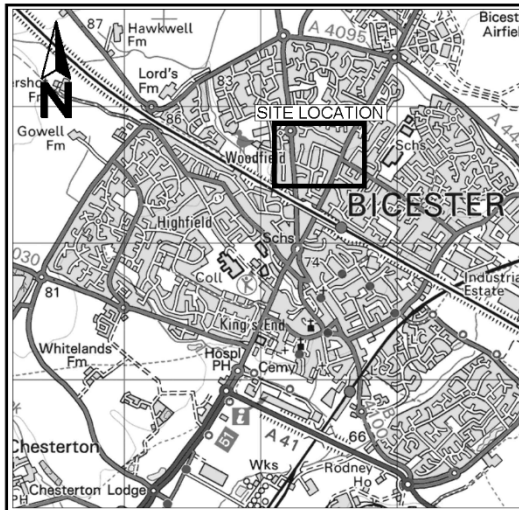




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Project title PROPOSED DISABLED PERSONS PARKING PLACE									
Drawing title BANBURY WINDRUSH									
Drawing Status									
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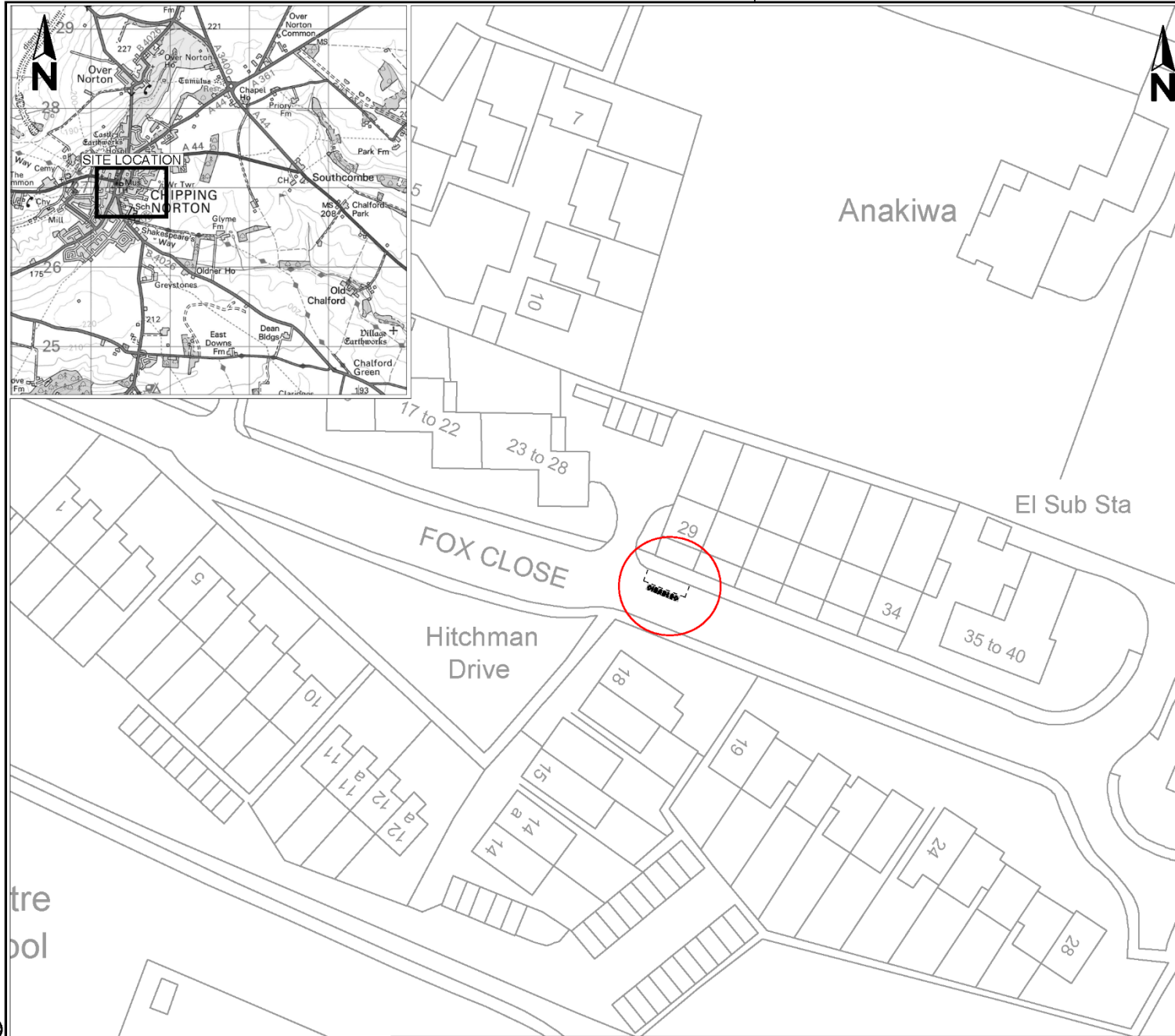
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
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BANBURY FIENNES ROAD			
Drawing Status			
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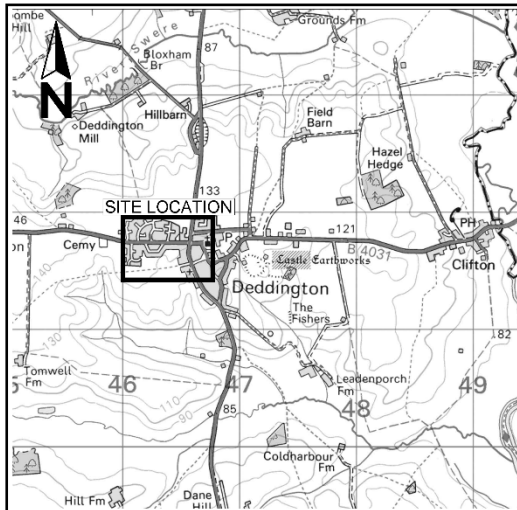


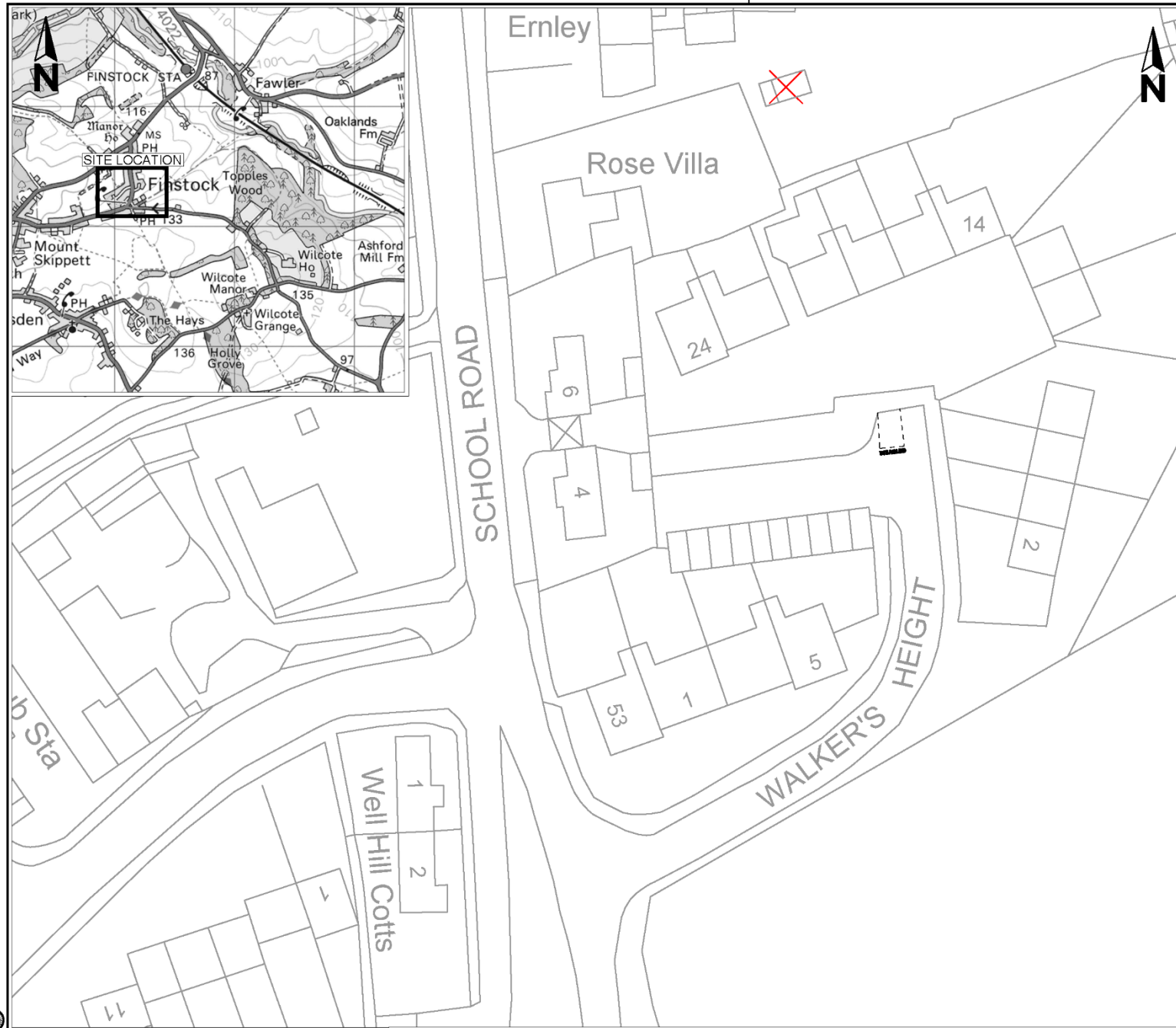
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
BICESTER BLAKE ROAD			
Drawing Status			
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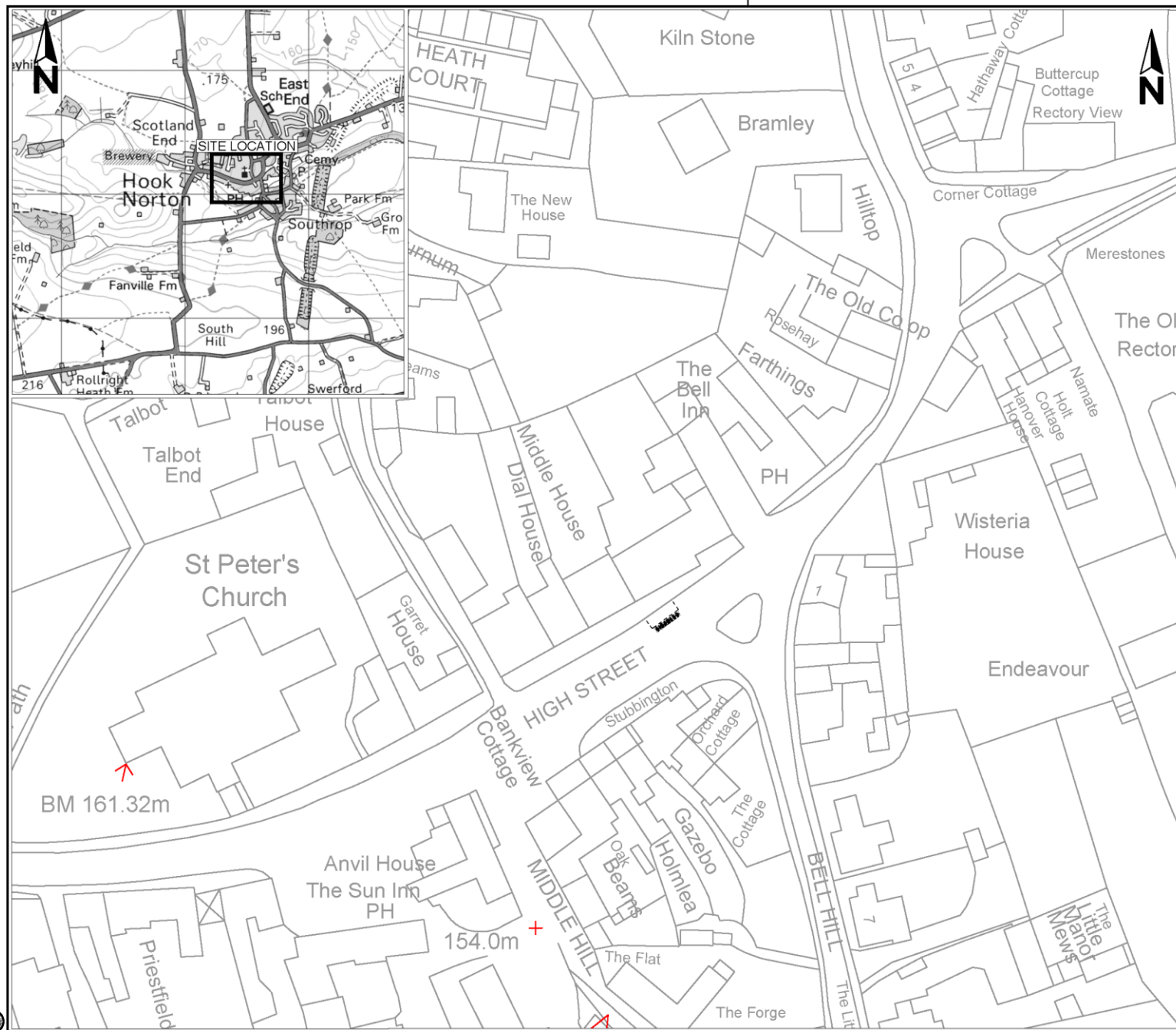
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Project title PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title CHIPPING NORTON FOX CLOSE			
Drawing Status			
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
DEDDINGTON THE PADDOCKS			
Drawing Status			
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Project title PROPOSED DISABLED PERSONS PARKING PLACE			
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Drawing Status			
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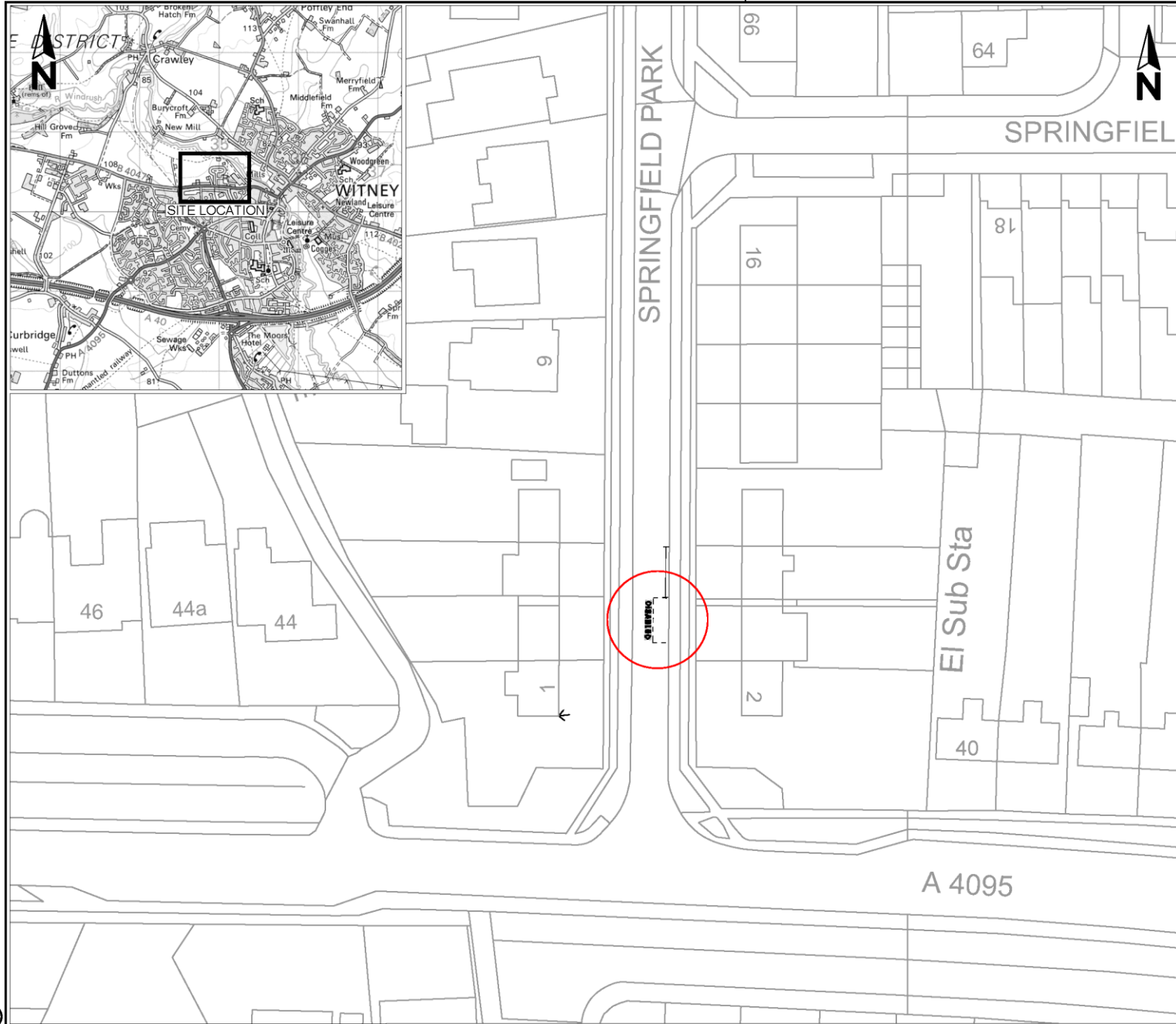
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Project title PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title HOOK NORTON HIGH STREET			
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Project title									
PROPOSED DISABLED PERSONS PARKING PLACE									
Drawing title									
KIDLINGTON WISE AVENUE									
Drawing Status									
Scale @ A3	Drawn by	Checked by	Approved by						
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Oxfordshire Project No. & File Ref									
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Project title PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title WITNEY SPRINGFIELD PARK			
Drawing Status			
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Oxfordshire Project No. & File Ref			
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No response
Banbury	
(2) Local Resident, (Banbury)	Object (<u>Windrush</u>) - I don't agree with it. There are not enough spaces for all the cars that come to our street. Suggest you take the weird path bit out and put 2 extra spaces there
(3) Local Resident, (Banbury)	Support (<u>Windrush</u>) – <i>No comment</i>
(4) Local Resident, (Banbury)	Object (<u>Fiennes Road</u>) – we have some concerns about this application due to the already limited parking available and the high demand of vehicles that are currently battling for parking spaces because of the lack of parking in Fiennes road; while there is alternative parking spaces located behind the houses, unfortunately nobody parks behind there. Fiennes road struggles massively for parking due to the high demand of neighbours who drive and the primary school located at the bottom of the road and their poor judgement when choosing where to park their vehicles. We feel another disabled parking space within Fiennes road is only going to create more issues amongst residents and increase the risk in damage to vehicles due to ridiculous parking and parking elsewhere.
Bicester	
(5) Local Resident, (Bicester)	Object (<u>Blake Road</u>) – strong concerns over parking pressures in the road and queries the need for the DPPP

(6) Local Resident, (Bicester)	Object <u>(Blake Road)</u> – This is outrageous and a waste of council money. There is nobody in Blake road who needs this. We also cannot afford to lose a parking spot in this street.
(7) Local Resident, (Bicester)	Object <u>(Blake Road)</u> – strong concerns over parking pressures in the road and queries the need for the DPPP - the parking pressure should be addressed by other measures
(8) Local Resident, (Bicester)	Object <u>(Blake Road)</u> –this will decrease the parking for other residents who are genuinely disabled. As you may know a number of residents in the road are of an advanced age and at least two need help walking. Turning this space into a disabled spot will mean these other people will have to walk further and taking out their wheelchair bound partners will become an even more daunting task.
(9) Local Resident, (Bicester)	Support with concerns <u>(Blake Road)</u> – I have no objections to the proposed disabled parking place. I do, however, object to the strangers who park in the street. I work full-time and others do too and coming home to find strangers, not from this area (often using our street instead of the train station), parked up and blocking parking for the residents is really annoying and disrupts and upsets everyone involved. There are few spaces as it is, can I ask that there is some action taken on this matter.
Chipping Norton	
(10) Local Resident, (Chipping Norton)	Object <u>(Fox Close)</u> – query need as the applicant in any case typically is able to park outside the property and the principle of a parking space being reserved for a specific resident.
(11) Local Resident, (Chipping Norton)	Object <u>(Fox Close)</u> – I feel that this is not fair on other residents in the street. We all try to park outside our own house so most of the time there is not a problem and the house in question can park outside their house without a problem. There would not be enough space for everyone to have their own parking place whether disabled or not. I think the problem that we have in this street would be resolved better by having 'Residents only' parking signs. In the summer when the Lido is open is when there are problems for everyone.
Deddington	

(12) Local Resident, (Steeple Aston)	Object (The Paddocks) - I am in the process of developing a property on the Paddocks. Permission has been granted for 3 houses and I am awaiting highway consent to drop the kerb to provide off street parking for 3 or 4 cars. I cannot understand why an application has been made to put this right outside my property, surely to ease access for any disabled resident it should be as close as possible to their house, not mine!
(13) Local Resident, (Deddington)	Object (The Paddocks) - I fully accept the need for this but am absolutely gobsmacked at the siting of this and the thinking that goes with it!!! Surely it would make more sense to put it to the side of No 16 and perhaps a part of No 15 certainly not slap bang in the middle of No 16, this appears to me very dog in the manger and defies all reasonable thinking. If No 16 needed a drive which I suspect will be necessary in the near future, how would it be possible???
(14) Local Resident, (Deddington)	Object (The Paddocks) - I have no objection to disabled parking being introduced to The Paddocks. However, the position proposed is right in front of No.16 The Paddocks which is currently being redeveloped into 3 separate properties and the planning permission included a dropped kerb to the front of the property to allow for four car parking spaces. Cherwell District Council had been told about the need for parking and access for residents with mobility issues in this precise part of the road, as part of the consultation for the planning application by a number of residents and the Parish council. Sadly CDC chose to ignore this and granted planning permission creating an immediate issue for those residents. Maybe simply move the disabled parking to the other side of the road. Please note the road is not wide enough for cars to park on both sides of the road.
(15) Local Resident, (Deddington)	Support (The Paddocks) - The parking in The Paddocks is very difficult & limited at times, particularly for people who live in the bungalows & have limited mobility. Parking is only feasible on one side of the road & this is gradually becoming less & less with people taking up space with dropped kerbs. I fully appreciate that this space could be used at any time by any other disabled badge holder & not necessarily solely for use by one person even though I applied.
(16) Local Resident, (Deddington)	Support (The Paddocks) - Having found myself needing more help with mobility in the last 18 months & requiring the use of disabled badge/parking this will be of great benefit to the street. It has become more difficult at times to be able to park up due to increase in numbers of vehicles & dropped kerbs. An application was originally logged back in 2017, but no more was heard until earlier this year when the area was surveyed, measured & pictures taken. However, I am unsure that the area for parking that is proposed now is the same as originally photographed & measured
(17) Local Resident, (Deddington)	Support (The Paddocks) - The parking in The Paddocks is very difficult & limited at times, particularly for people who live in the bungalows & have limited mobility. Parking is only feasible on one side of the road & this is gradually becoming less & less with people taking up space with dropped kerbs. I fully appreciate that this space could be used at any time by any other disabled badge holder & not necessarily solely for use by one person use even though I applied.

Finstock	
(18) Local Resident, (Finstock)	Object <u>(Walkers Height)</u> – seeks clarification of the proposal taking account of the number of blue badge holders in the road.
(19) Local Resident, (Finstock)	Object <u>(Walkers Height)</u> - There are three Blue Badge holders on the estate - I believe if a designated disabled person's parking place was in fact created this could cause a problem.
(20) Local Resident, (Finstock)	Object <u>(Walkers Height)</u> - 40% of the buildings would require a disabled parking space. Therefore, a single space would not be enough, and I foresee disharmony if one single person were to use the only designated disabled space. My solution is that a bay marked for “Ambulance, pick up and drop down for Blue Badge Holders and Access Only (NO PARKING) for the applicant.
Hook Norton	
(21) Local Resident, (Hook Norton)	<p>Object <u>(High Street)</u> - We write to object as we did before. While we have every sympathy for those who are less mobile, we feel that the impact of a permanently reserved disabled parking place here will have serious impact on the general parking in the immediate vicinity. We also hear that the shop is to be redeveloped to add two dwellings, which could add another four (say) cars to the immediate residential demand for space.</p> <p>We feel that the key to everyone being able to park here is to keep it entirely flexible. One reserved space, denied to all apart from the occasional badge-holder, will in our view have a very detrimental effect on parking.</p>
(22) Local Resident, (Hook Norton)	Object <u>(High Street)</u> – The proposed space is adjacent to the railings and steps up to the shop which may not be suitable for a disabled person as the access is not easy. Also the space is directly in the shop delivery area which will cause severe disruption in the high street if a delivery vehicle has to double park. It seems that a disabled person would have easier, level, access to the shop if the space were situated outside ‘Old Butchers’ instead of the proposed place. Is there an identified need for a disabled space at all? I live almost opposite the shop and haven’t seen anyone having problems

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(23) Local Resident, (Hook Norton)	Object (<u>High Street</u>) - As a resident of the High Street I do not accept a requirement for an allocated Disabled Parking Space. The majority of the High Street consists of residential properties that do not have private parking facilities attached to their homes i.e., driveways and garages. As a result, residents have to leave their own vehicles parked on the High Street. I believe that the residents of the High Street should have priority over parking spaces near or next to their homes (albeit near to the local store) rather than have to forfeit a space for official disabled parking reservation.
Kidlington	
(24) Local Resident, (Kidlington)	Object (<u>Wise Avenue</u>) – Query need on the part of the applicants - Obviously, it does get congested due to the school run and cars sometimes have to be parked a little bit away from their gates but this does not entitle people to apply for their own private parking spaces. I strongly object to this proposal and sincerely hope it does not get approval as this will open the flood gates for all to apply.
(25) Local Resident, (Kidlington)	Object (<u>Wise Avenue</u>) – Residents never any trouble parking outside their properties and other people have cars and they have trouble parking too.
(26) Local Resident, (Kidlington)	Object (<u>Wise Avenue</u>) – I don't think the road has been monitored to see if disabled parking is necessary. I have a car and have no trouble in parking. Looking ahead, the bungalows are for elderly people (sheltered housing) and if disabled bays go ahead the people who occupy these in years to come won't be able to park outside their homes unless they have a blue badge. Also, family and friends will not be able to park. One bay would be acceptable but 2 is not needed. A suggestion would be that off-road parking would be more sensible. Wise Avenue only has one side to park safely, the side of the bungalows, on the other side houses have driveways to put their cars on.
Witney	
(27) Local Resident, (Witney)	Object (<u>Springfield Park</u>) - I feel that the disabled space should be positioned across the user's own driveway entrance & not outside another person's house. It would mean that the driveway would be out of use but I feel that it is only fair for a large van to be parked outside the owner's house & not another house. There is adequate space for other members of the household to park their vehicles in another area of Springfield Park that has been set aside for occupants of houses on Springfield Park. Placing the disabled space outside the house, however, could make access to the driveway of number 5 awkward.

(28) Local Resident, (Witney)	Object (Springfield Park) - I am very concerned as this person has two off road parking spaces already and wondered why they need a bay on such a busy road and cause such a hazard to all that use it. At the moment there are huge lorries going up and down and due to this van being parked on the road the lorries have to go up on the verge opposite to get past. When the building of these houses at the back of Springfield Oval have been finished there will be much much more traffic using this road. Surely this must be taken into consideration. Even the local community bus has had problems getting by. Pedestrians also have problems crossing as they can't see round or through the van (blacked out windows) to cross safely.
(29) Local Business, (Social Housing Provider)	Object (Springfield Park) - While we have no objection to the space being disabled parking for use by the applicant, I am concerned that the plans on your website indicate that the space will be primarily in front of a neighbour. While we make no formal objection to this van being here on a public road or to the space proposed, we would suggest that if it could be positioned in a way to minimise disruption and inconvenience to no 4 Springfield Park, including the view out of his window, we feel that this would be beneficial.
(30) Local Resident, (Witney)	Object (Springfield Park) - the resident that has applied for the DPPP has a double driveway and can park their disabled vehicle (large) on the drive, When the vehicle is in the road, which is quite narrow, it blocks the road causing other vehicles to go up on the kerb and verge, which is damaging the highway. There are 2 other cars at this property, which park on the drive and could easily park in the road.
(31) Local Resident, (Witney)	Object (Springfield Park) – the large disabled vehicle should be parked on the driveway, and there is no need for the DPPP.
(32) Local Resident, (Witney)	Object (Springfield Park) - The blue badge holder, requesting the parking space already has a double drive and drop kerb. This resident is more than able to use her driveway and often does, to park in and it doesn't seem reasonable or neighbourly to have a reserved space.

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Division(s): Goring

CABINET MEMBER FOR ENVIRONMENT – 14 FEBRUARY 2019

CHECKENDON: PROPOSED 30MPH AND 20MPH SPEED LIMITS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a 30mph speed limit at Exlade Street as advertised but defer approval of the proposed 20mph on the Main Street at Checkendon pending consideration of the provision of traffic calming measures to support compliance with the limit.

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.

Introduction

3. This report presents responses received in the course of a statutory consultation on a proposal to reduce the speed limit on the village road at Exlade Street to 30mph (from the national speed limit of 60mph) and introduce a 20mph speed limit (in place of the current 30mph limit) on the Main Street at Checkendon in the vicinity of the school, village hall and other village amenities together with residential properties.

Background

4. The above proposals as shown at Annexes 1 and 2 have been put forward by Checkendon Parish Council due to concerns over the danger posed by traffic at these locations and, if approved, would be funded by them.

Consultation

5. Formal consultation on the proposal was carried out between 20 December 2018 and 18 January 2019. A public notice was placed in the Herald Series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the South Oxfordshire District Council, Checkendon Parish Council and the local County Councillor.

6. Sixteen responses were received comprising the following views in respect of each speed limit as summarised in the table below (not every respondent expressed views on both proposed limits). Although no response was received from Checkendon Parish Council, their support for the proposals can be assumed given the council is providing the funding for the scheme (and is therefore as such recorded in this summary table).

	Object	No Objection	Support	Support with qualification
Main Street 20mph	2	0	6	1
Exlade Street 30mph	1	1	6	6

7. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police expressed no objection to the proposal for a 30mph limit at Exlade Street but objected to the proposal for 20mph speed limit on the main street on the grounds that the average speeds (at just under 29mph) were appreciably above the recommended threshold of 24mph specified in the Department for Transport guidelines on setting local speed limits if no supporting traffic calming measures are provided.
9. South Oxfordshire District Council expressed support for both proposals.
10. The remaining responses were from residents or businesses in the area; comprising in respect of the proposals for the main street one objection (but with no grounds cited), six expressions of support, and one expression of support, but qualified because of concerns over the effectiveness of the proposal given the lack of enforcement for speed limits generally.
11. In respect of the proposal for main street, it is acknowledged that the current average speeds are in excess of national guidelines given that no traffic calming measures are currently proposed. Although supported by the parish council and six members of the public, it is recommended that approval of a 20mph limit be deferred pending discussions with Checkendon Parish Council on additional measures to achieve compliance with the proposed 20mph limit.
12. The objection to the proposed 30mph limit at Exlade Street from a member of the public was on the grounds that speeds were already typically below 30mph and that for drivers who chose to drive faster, the proposed limit would have no effect, but lead to unwelcome sign clutter. Twelve expressions of support were received, although six of these were qualified, on the grounds that the proposed limit should be extended to the south to the A4074 junction and to the north to the junction with the main street given the use of the road by pedestrians, cyclists and equestrians, and also noting that it would help

deter the use of the road by rat running traffic and deliver greater overall benefit.

13. Although the above concerns are noted, the current proposed extent of 30mph limit at Exlade Street is judged to be consistent with national guidance on setting local speed limits and would lead to better compliance within the settlement.

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 measures has been provided by Checkendon Parish Council.

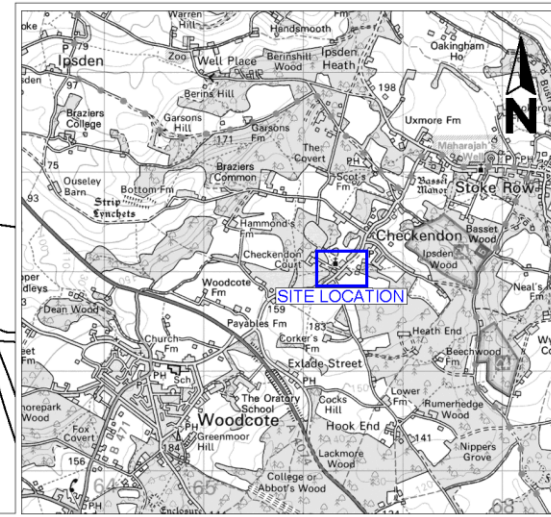
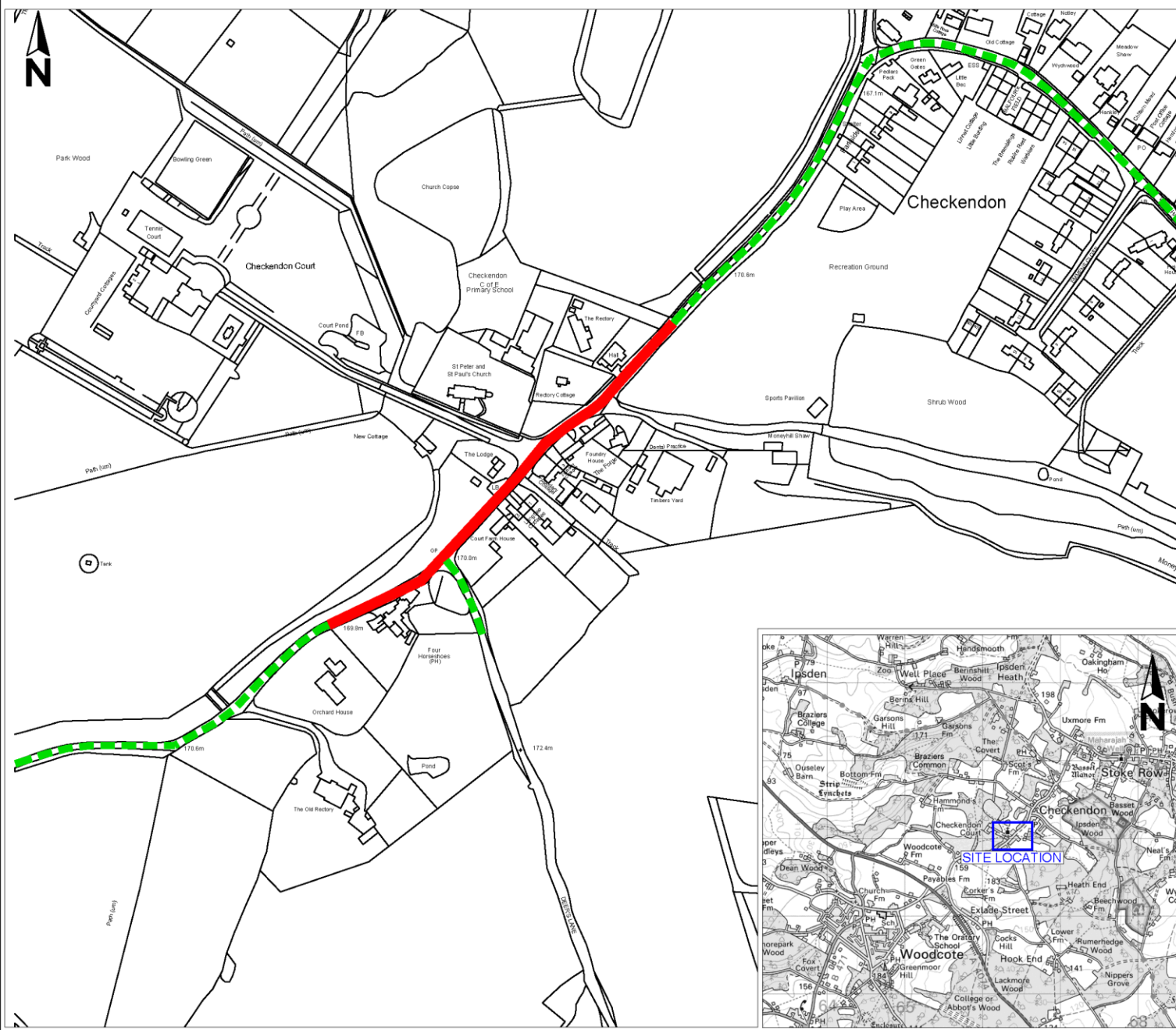
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

February 2019



Drawing No.		Revision	
		0	

Key

- Proposed 20mph Speed Limit in place of existing 30mph (approx 345 metres)
- Existing 30mph Speed Limit (to remain)

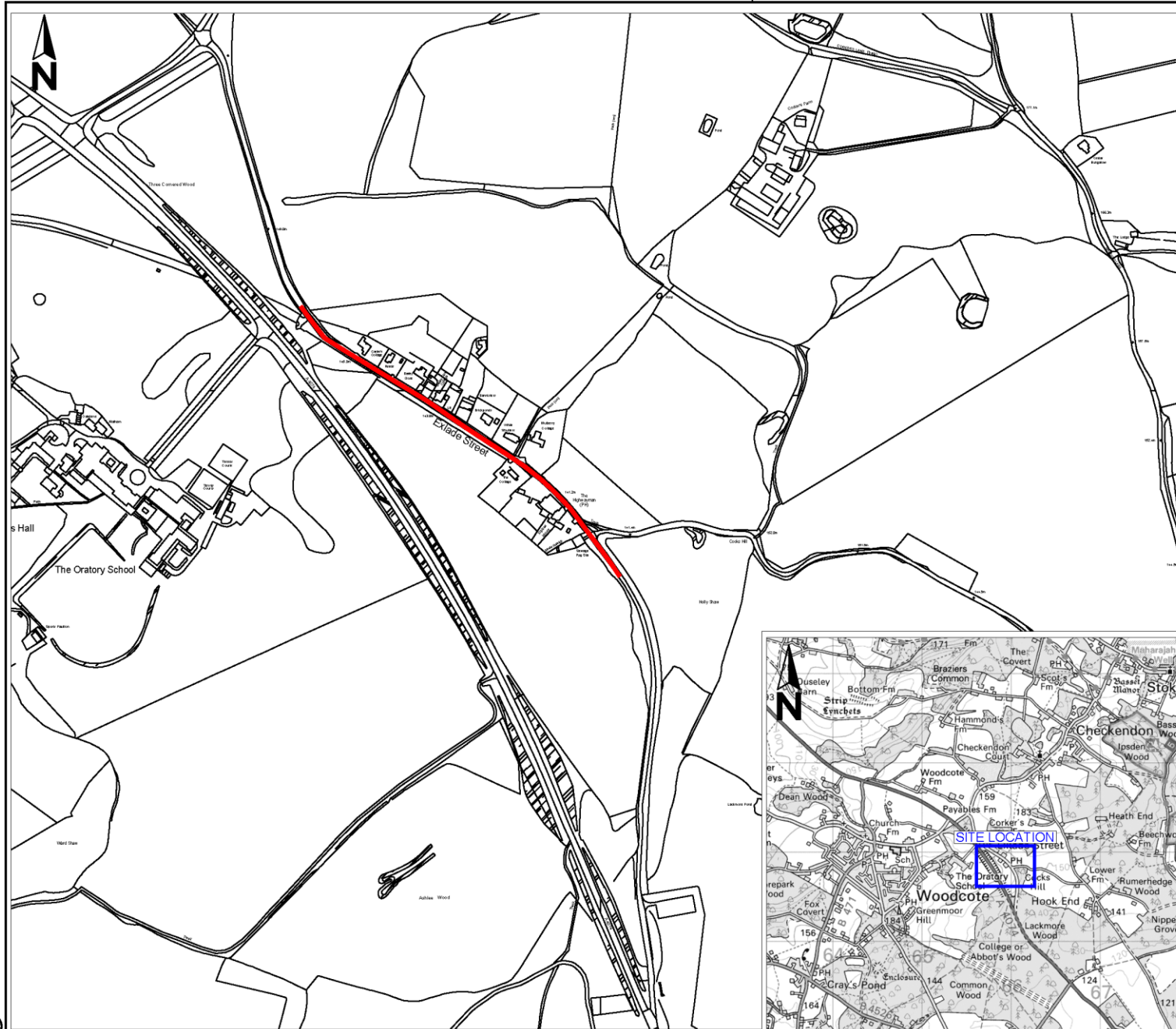
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title			
PROPOSED 20 MPH SPEED LIMIT			
Drawing title			
CHECKENDON			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	06/18		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
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CMDE9



Drawing No.		Revision 0																	
Key Proposed 30mph Speed Limit in place of existing national speed limit (approx 500 metres)																			
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<div style="display: flex; justify-content: space-between;"> <div> <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> </div> </div>																			
Project title PROPOSED 30 MPH SPEED LIMIT																			
Drawing title CHECKENDON EXLADE STREET																			
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Exlade Street 30mph: No objection - I am aware of previous informal consultation on this speed limit dated 10 November 2016</p> <p>Main street 20mph: Object - Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. There is a proven link between road environment/character and driver speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. <u>I am aware this village has been subject to previous complaints of speeding traffic.</u> The police stance still reflects that 20 mph limits and zones should still be self-enforcing in accordance with national guidance on setting local speed limits. If existing speed profiles are above 24 mph then I would object, unless substantial engineering is included as part of this proposal.</p>
(2) District Councillor, (South Oxfordshire DC)	<p>Exlade Street 30mph: Support</p> <p>Main street 20mph: Support</p>
(3) Local Resident, (Checkendon)	<p>Exlade Street 30mph: Object - I object to the proposal to install a speed limit on Exlade Street for a number of reasons:</p> <ol style="list-style-type: none"> 1. As I understand it, recent speed surveys conducted showed that very few vehicles were actually travelling at a speed greater than 30mph. 2. Presumably the reasons for the speed restriction is for the reduction of accidents? What is the recent history of accidents in Exlade Street? 3. People who travel in Exlade Street fall into 4 categories; a) residents of Exlade Street - as a resident, I have never seen any of these travelling at a great speed, b) residents living at Hook End - similarly, there are very few people here and all seem to travel with caution, c) customers of The Highwayman and delivery drivers. These people are all travelling slowly looking for somewhere to park, d) people using Exlade Street as a cut - through on their way to and from Reading. These people are looking to save time on their journey and are the people who probably travel at a greater speed. Unfortunately, in my experience, no amount of speed limits are going to slow these people down.

	<p>4. For the reasons above, imposing a speed limit is unnecessary and a waste of public money.</p> <p>5. The proposed limits of the restriction are ludicrous. The top end of the road can be travelled at 60mph. With the new proposal you will then be limited to 30mph for a length of 500 metres, followed by a length of approximately 400 metres at 60 mph before entering the A4074 where the limit is currently 50mph.</p> <p>6. The erection of more road signs contributes to the further urbanisation of the countryside. The natural beauty of the countryside is something our parish council and Oxfordshire CC should be aiming to preserve.</p> <p>7. I presume from the plans accompanying the notice that Cocks Hill will remain with a limit of 60mph? Where are the de-restriction signs proposed to be placed? Will this encourage people to increase their speed up this extremely narrow lane and will I have to peer out of my window at more road signs?</p>
(4) Local Business (Checkendon)	<p>Exlade Street 30mph: Support - I agree with 30 mph in Exlade Street</p> <p>Main street 20mph: Object</p>
(5) Local Business (Checkendon)	<p>Exlade Street 30mph: Support</p> <p>Main street 20mph: Support</p>
(6) Local Resident, (Checkendon)	<p>Main street 20mph: Support - I support lowering the speed limit around the school in Checkendon. However, as the issue is that the current speed limit of 30mph isn't enforced I cannot see how that will change when the limit is lowered. Could additional traffic calming methods be considered, for example speed humps or rumble strips? The speed that traffic approaches the village from both the Woodcote side and the Stoke Row side is an issue, more approach signalling is needed in addition to isolating the school area.</p>
(7) Local Resident, (Checkendon)	<p>Exlade Street 30mph: Support</p> <p>Main street 20mph: Support - Traffic speeds through the village so slowing it down, especially with the school and playground close to the road would be great. The pavement is quite narrow in places and it is quite scary how close people's wing mirrors can get.</p>
(8) Local Resident, (Checkendon)	<p>Exlade Street 30mph: Support</p> <p>Main street 20mph: Support</p>

(9) Local Business (Checkendon)	Exlade Street 30mph: Support - Exlade Street has a number of pets and children who are vulnerable to accidents as the lane is narrow and has no pavements, there have been a number of close shaves. Several driveways open directly on to the road. Drivers regularly speed in excess of 30mph. I strongly support this proposal for both Main Street and Exlade Street.
(10) Local Resident, (Checkendon)	Exlade Street 30mph: Support - We, as residents fully support suggestions to make the whole of Exlade Street a 30mph zone. In the interest of safety, it makes common sense.
(11) Local Resident, (Checkendon)	Exlade Street 30mph: Support (with concerns) - I support the proposal for a 30mph speed limit. However, I would request that consideration is given to extending the 30mph speed limit to the whole length of Exlade Street. The whole of Exlade Street is used extensively by walkers, dog-walkers, cyclists, and horse riders and there are no footpaths, street lights or road marking (apart from at the northern and southern end junctions). The northern and southern “uninhabited” sections both suffer badly from ingress of the verges and protruding branches, shrubbery and brambles. The road has narrowed so much that it is impossible for even two average sized cars to pass without one or both having to drive partly onto the verge. It would be less expensive to incorporate the whole of Exlade Street into a 30mph limit as fewer new signs would be needed – at the southern end the “de-limit” roundels just need changing to “30”, and at the northern end the “de-limit” signs on Main Street would need moving 100m or so closer to the junction with the A4074 so that they are beyond (to the west) of Exlade Street.
(12) Local Resident, (Checkendon)	Exlade Street 30mph: Support Main street 20mph: Support (with concerns)- I fully support both proposals. However, I believe that consideration should be given to extending the 30mph speed limit to the full length of Exlade Street, which is used by cyclists, horse riders, dog walkers and other pedestrians, including people who walk to the Highwayman pub from Checkendon and Woodcote (we often hear people walking past our house in the evening on their way to and from the pub). There are no lights or houses at either end of the street which makes it very hazardous in the dark, nor are there any verges that people can use to avoid passing cars. Because of overhanging trees and undergrowth, the street narrows at both ends making it impossible for two cars to pass without slowing significantly and/or pulling into one side of the road. It would be less expensive for the council and less confusing for drivers to simply have one sign at either end of the street restricting the speed to 30mph and would discourage people from using it as a rat run, as happens currently.

	These are also the people who are most likely to drive through the hamlet at high speed.
(13) Local Resident, (Checkendon)	Exlade Street 30mph: Support (with concerns) - As a dog walker regularly accessing the woods at the top of Exlade Street close to the junction with the 4074, I often find myself leaping out of the way as drivers speed past oblivious to the fact that the road is extremely narrow between the Highwayman and the 4074. As residents of Payables House whose driveway exits opposite the Exlade Street junction, we would like to reconfirm the great need for a 20/30 limit on Main Street directly off the 4074 and BEFORE the junction with Exlade Street. This is to slow speeding traffic down before it reaches the cars exiting from our track/drive also shared with Payables Farm. The cars exiting from this drive face two close corners left and right on Main Street. Speeding traffic on Main Street has caused a number of near misses on exiting the drive no matter how careful the driver is.
(14) Local Resident, (Checkendon)	Exlade Street 30mph: Support (with concerns) - I welcome and support the proposed measures. In addition, I would like to suggest that maximum impact for the houses on Exlade Street might be more likely achieved if all of Exlade Street is included i.e. the 30mph zone commences at both junctions of the A4074 or alternatively at the junction with the A4074 and the junction with Main Street. Leaving a 50mph main carriageway to a 60mph lane for a relatively short distance before the safer 30mph does not necessarily reinforce people's assessment of what is a safe speed to travel. As such this may not encourage self-compliance with the required 30mph speed limit. In addition to self-compliance, with the associated collision and casualty savings, there are a number of other associated benefits from including all of Exlade Street which might be summarised as follows: <ul style="list-style-type: none"> • reducing public anxiety - inclusion of only a 'part of' Exlade Street leaves residents and other users anxious; • improvement in conditions and facilities for vulnerable road users - motor vehicles often do not have the same perception of the hazards of speed as do the pedestrians, cyclists and equestrians that use the whole length of Exlade Street; • improvement to the environment - The quality of life and community benefits will be improved along with the encouragement of healthier and more sustainable transport modes such as walking and cycling; • costs of implementation - minimal additional costs would be incurred; • costs of engineering measures and their maintenance - fewer signs are required with reduced installation and maintenance costs.

(15) Local Resident, (Checkendon)	<p>Exlade Street 30mph: Support (with concerns) - I support the proposal for a 30mph speed limit. However, I would request that consideration is given to extending the 30mph speed limit to the whole length of Exlade Street. The current proposal extends slightly beyond the section containing the 13 houses of the hamlet and the Highwayman Inn. We are fortunate to have a thriving pub/restaurant and fully support it. We reside directly next to the pub and the parking gets very congested to the point it is often difficult for us to get in and out of the driveway. This not only makes it dangerous for cars trying to navigate past but there is even more reason why the speed limit should be reduced. The whole of Exlade Street is used extensively by walkers, dog-walkers, cyclists and horse riders and there are no footpaths, street lights or road markings (apart from at the northern and southern end junctions). The northern and southern “uninhabited” sections both suffer badly from ingress of the verges and protruding branches, shrubbery and brambles. The road has narrowed so much that it is impossible for even two average sized cars to pass without one or both having to drive partly onto the verge. It seems incongruous that, at the southern end, one turns off a major road (the A4074) with a 50mph limit, onto an almost single-track road on which the national speed limit applies. Many vehicles speed up as they turn off the main road with little or no regard to the restricted width of the road or the surface conditions. [Whilst a separate issue] Exlade Street often suffers from fly-tipping which further restricts the flow of traffic.</p> <p>It would be less expensive to incorporate the whole of Exlade Street into a 30mph limit as fewer new signs would be needed – at the southern end the “de-limit” roundels just need changing to “30”, and at the northern end the “de-limit” signs on Main Street would need moving 100m or so closer to the junction with the A4074 so that they are beyond (to the west) of Exlade Street.</p>
(16) Local Resident, (Checkendon)	<p>Exlade Street 30mph: Support (with concerns) - As a resident of Exlade Street I would like you to appreciate the issues faced on this road.</p> <p>The road is very well used by pedestrians, cyclists, farm vehicles and horse riders. It is narrow with verges and hedges overgrown and no footways, thus limiting available space to move away from passing traffic. All the residential access drives lead directly onto the road, there are no “visibility splays” and hence one has to be very careful when attempting to enter the road as the National speed limit applies and most drivers take advantage of this fact, thus greatly reducing driver reaction times when faced with a hazard such as vehicles attempting to join the road from the residences abutting the road. Safety related issues – as mentioned above; plus, the blind bends, the copious overhanging vegetation at each end of Exlade Street and the overflow parking outside the Highwayman Public House.</p> <p>Resident’s needs – as a resident of Exlade Street I would appreciate slower moving traffic in the hamlet as there is a blind bend immediately outside of my house (Carters Cottage) and cars approaching at speed from the Checkendon road have one second of reaction time from exiting the bend to passing my drive gate. Other residents have similar issues due to the historic nature of the access and egress points of their properties.</p>

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	Therefore, I feel it would be appropriate to have a 30-mph speed limit along the entire length of Exlade Street with signs placed appropriately. This (hopefully) will lead to slower moving traffic entering the residential zone, thus facilitating increased driver reaction times and delivering a safer environment for all users of the road, not just the residents.
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Division(s): Abingdon South

CABINET MEMBER FOR ENVIRONMENT – 17 JANUARY 2019

ABINGDON: B4017 BATH STREET– PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the proposed double yellow lines (no waiting at any time) restrictions on the B4017 Bath Street, Abingdon as advertised.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout as a result of traffic improvement schemes. Proposals for providing cycle lanes on B4017 Bath Street, Abingdon have been put forward to increase the safety and amenity of cyclists and due to the restricted width of the highway, the introduction of a prohibition of waiting at any time on part of the length of the road currently used for parking is required to accommodate the proposed cycle lane.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions comprising double yellow lines - 'no waiting at any time' – on the B4017 Bath Street, Abingdon as part of the proposed provision of advisory cycle lanes. The proposed restriction would remove approximately 54 metres (8 car spaces) of parking that currently allows 2 hour waiting on Monday to Saturday between 8am and 6pm (parking at other times is unrestricted).

Background

4. The proposal as shown at Annexes 1 & 2 has been put forward as part of plans to improve safety and amenity for cyclists along the B4017 Wootton Road/Bath Street and, if approved, would be funded by approved residential development in north Abingdon. The proposal is integral to the goal of encouraging cycle trips as an alternative to the use of private cars, including for residents of the new development, thereby serving to help reduce congestion in the town and encourage active and low-carbon travel.

Consultation

5. Formal consultation on the proposal was carried out between 5 December 2018 and 4 January 2019. A public notice was placed in the Herald Series newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, Abingdon Town Council and the local County Councillor. Street notices were placed near to the location of the proposed restrictions and letters also sent directly to approximately 40 properties in the immediate vicinity.
6. 54 responses were received. 36 (67%) in support, 13 (24%) objecting and a further 5 (9%) neither supporting/objecting or raising concerns. The responses are summarised at Annex 4. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposals.
8. Thirteen objections were received from local residents on the grounds of the loss of parking for themselves and their visitors and the resulting inconvenience, noting that there was already at times parking pressure in the area and that properties in this area had no off-street parking and with no opportunity for making future such provision due their character (noting also that some of these properties are listed). Several of those expressing an objection requested that a residents' parking scheme (as exists in other parts of the town centre) is introduced to address the difficulties for residents in finding a parking place close to their homes.
9. A parking survey carried out in January 2019 at Annex 3 shows that the 8 parking places which would be removed by the proposed no waiting at any time restriction are well used at all times of the day. The adjacent parking area on the same side of the road which can accommodate 18 vehicles is also well used especially during the day time and would not provide sufficient capacity for all the observed current day time demand (the peak observed usage being 21 cars) although there would be capacity for the observed evening demand.
10. The chair of the Oxfordshire Cycling Network expressed support for the scheme, as did AbiBike, a local cycling group. 33 expressions of support were also received from members of the public (mainly residents of Abingdon), noting the importance of providing safe and convenient cycle routes within the town. However, a response was received from a member of the Oxfordshire Cycling Network expressing some concerns over the adequacy of the cycle lane provision and requesting a more comprehensive scheme. Similar views were expressed by two members of the public, with a further response from a member of the public questioning the need for and the likely benefits of the scheme.

11. It is accepted that the scheme would increase local parking pressure, particularly during the daytime, but noting that there is a large public car park nearby, alternative provision for daytime parking by visitors to the town centre is readily available.
12. Extending the current Abingdon residents parking scheme to apply to the length of parking that would be retained under the current proposal should in principle be a longer-term option, but is likely to be more appropriately considered when civil parking enforcement is adopted by the Vale of White Horse District Council.
13. Balancing the concerns of residents over the loss of parking against the benefits to cyclists delivered by the proposed scheme as evidenced by the significant support for the scheme expressed by the respondents to the consultation, officers would recommend approval of the proposals as advertised.

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 measures has been provided by the developers.

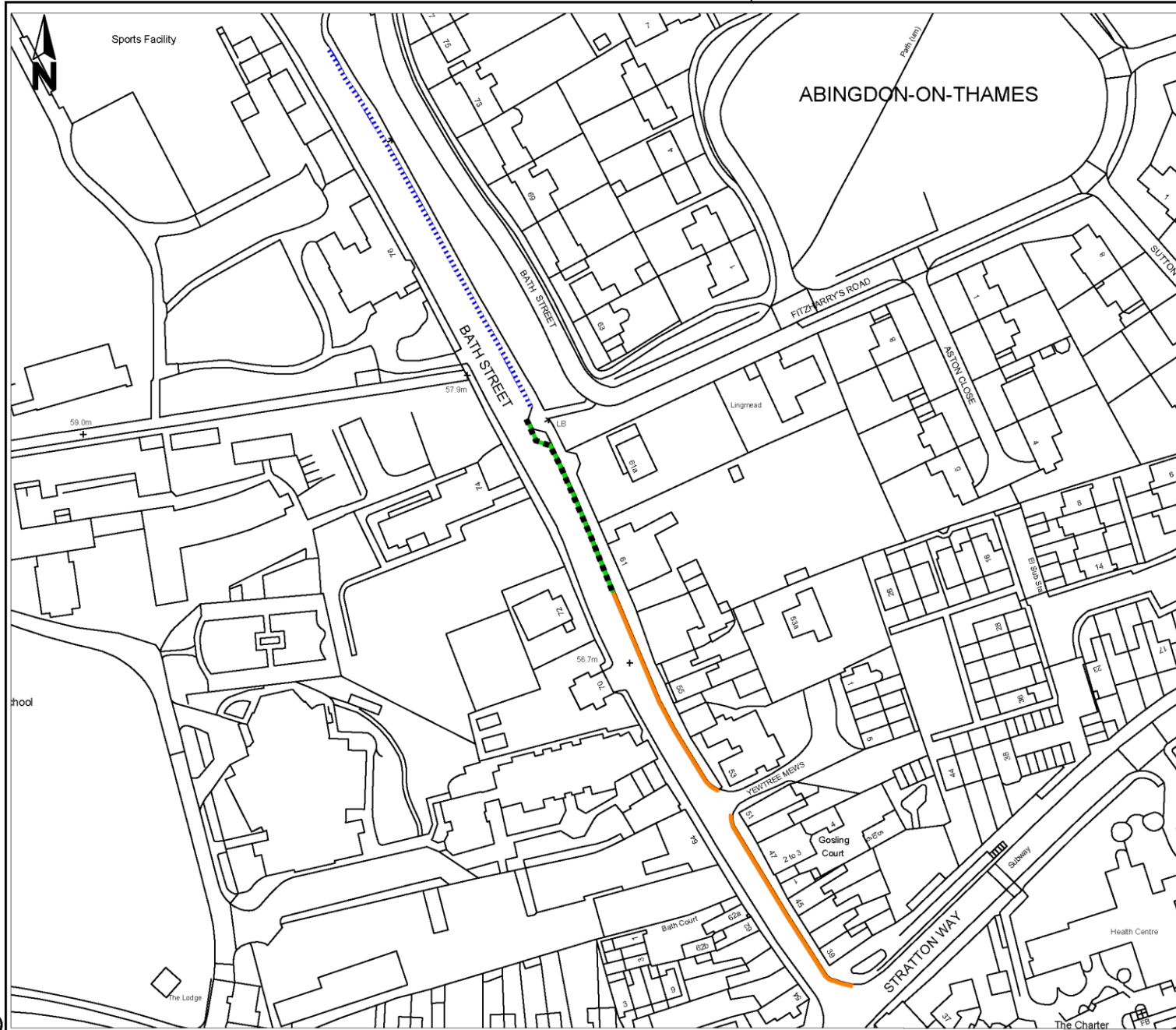
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses

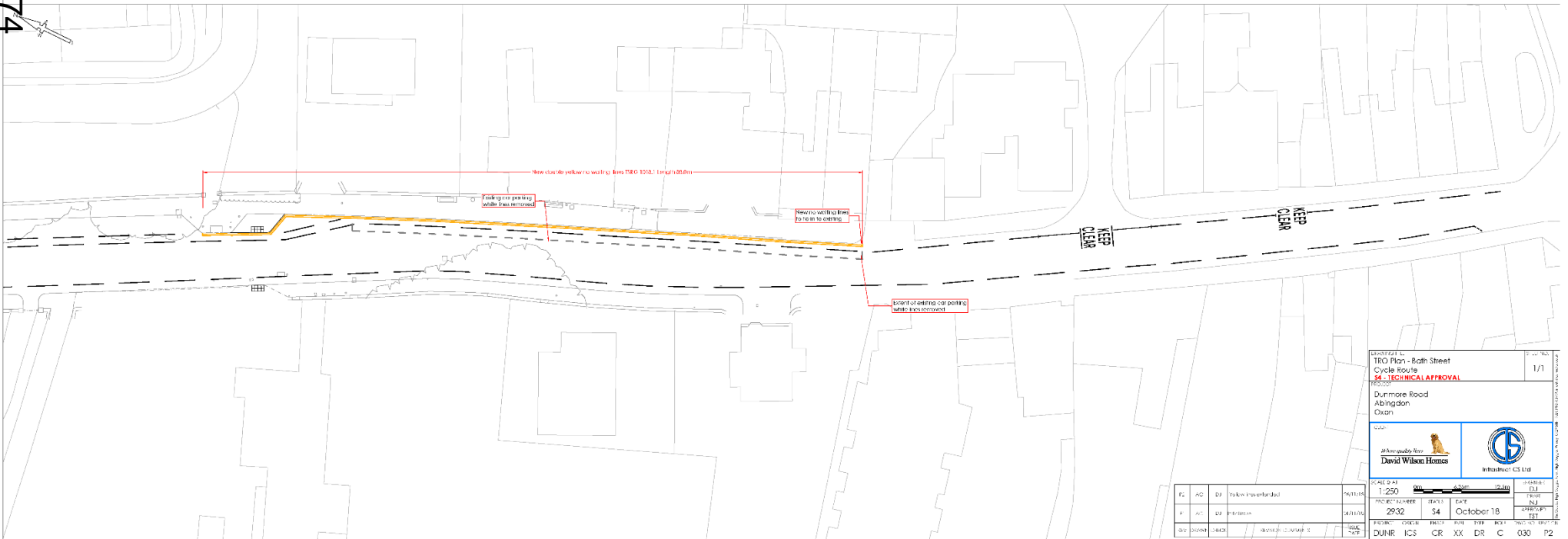
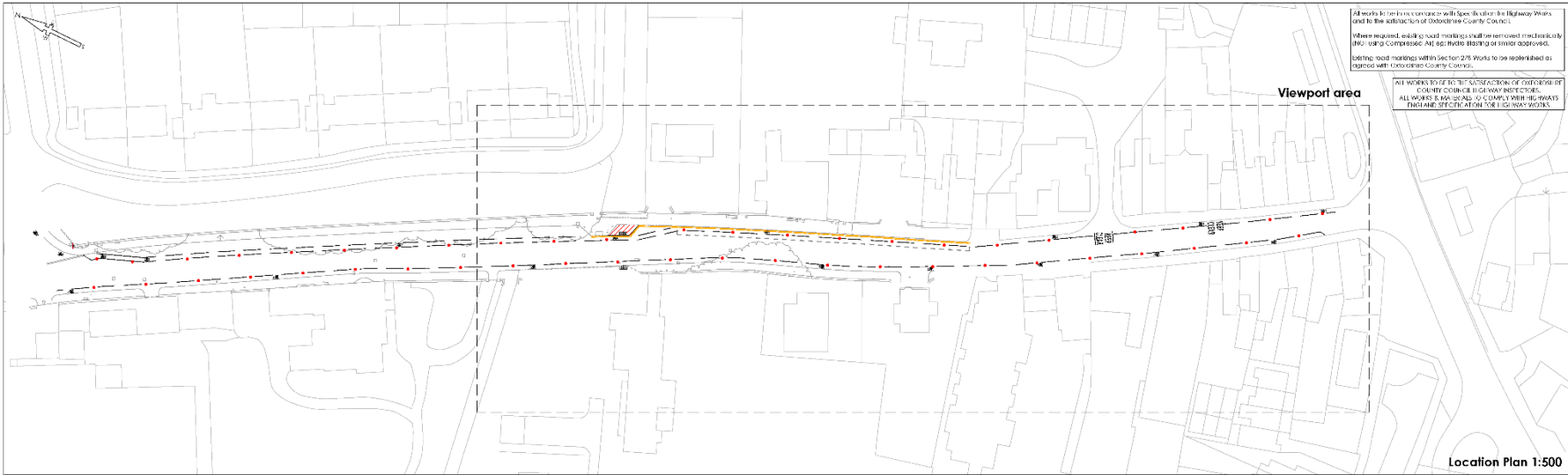
Contact Officers: Hugh Potter 07766 998704

January 2019

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Drawing No.		Revision																	
		0																	
Key																			
<p>Existing No Waiting at Any Time (double yellow lines) 131 metres.</p> <p>Proposed "No Waiting at Any Time" (double yellow lines) (approx. 54 metres)</p> <p>Existing Monday - Saturday 8am - 6pm 2 Hours No return within 1 hour (approx. 113 metres)</p>																			
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<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>																			
<p>Project title</p> <p>PROPOSED NO WAITING AT ANY TIME</p>																			
<p>Drawing title</p> <p>ABINGDON BATH STREET (UPPER)</p>																			
<p>Drawing Status</p> <table border="1"> <tr> <td>Scale @ A3</td> <td>Drawn by</td> <td>Checked by</td> <td>Approved by</td> </tr> <tr> <td>N.T.S.</td> <td>JaC</td> <td></td> <td></td> </tr> <tr> <td>Date drawn</td> <td>Date checked</td> <td>Date approved</td> <td></td> </tr> <tr> <td>11/18</td> <td></td> <td></td> <td></td> </tr> </table> <p>Oxfordshire Project No. & File Ref</p>				Scale @ A3	Drawn by	Checked by	Approved by	N.T.S.	JaC			Date drawn	Date checked	Date approved		11/18			
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SURVEY DATE	SURVEY TIME	SECTION	OBSERVED VEHICLES
16/01/2019	2pm	Northern	14
		Southern	7
		Combined	21
	8pm	Northern	8
		Southern	7
		Combined	15
17/01/2019	6am	Northern	6
		Southern	7
		Combined	13
	2pm	Northern	14
		Southern	6
		Combined	20
18/01/2019	6am	Northern	5
		Southern	7
		Combined	12
	8pm	Northern	10
		Southern	7
		Combined	17

Note: Northern Section – parking to be retained (capacity 18 vehicles) ; Southern section – parking proposed to be removed (capacity 8 vehicles)

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Chair of Local Group, (Oxfordshire Cycling Network)	<p>Support - but other improvements are needed to improve cycling infrastructure on this route. This is an important route for cycling. It is the main practical link between John Mason School, Fitzharrys School, Abingdon & Witney College, many (hundreds) of houses and Abingdon town centre. The section covered by this proposal should be part of an aspiration to create a continuous, coherent 'all ages all abilities' cycle route from new developments north of the Abingdon ring road to an improved cycle-able crossing of Stratton Way.</p> <p>Congestion and pollution on this route are already significant, particularly in rush hour. We have heard reports of vehicles 'rat-running' on the service roads for example. At the same time, this level of traffic and current poor provision puts people off cycling. Pressures will increase if development proceeds to the north of Abingdon. Improving cycling infrastructure will encourage more people to cycle, reducing motor traffic. This will reduce congestion and pollution and improve health outcomes. For these reasons active travel is a fundamental part of OCC's LTP4.</p> <p>The standard to aim for is one where competent Secondary School children will be happy to cycle independently on this road from the centre to the schools, and their parents will be happy for them to do so.</p> <p>Building northward from this proposal with cycle routes using service roads, widened off-road paths and improved junctions such a route appears practical. We would strongly support this as long as the infrastructure was of high quality (i.e. not an advisory cycle lane outside parked cars where something better was possible). Southward is a tricky narrow section and we think a 20mph limit may be appropriate, along with improved crossings of Stratton Way that can be accessed by people cycling north and south on Bath Street.</p> <p>Referring to the specifics of this proposal, this change will cause some inconvenience for people who currently park their cars in the bays to be removed. However, we strongly believe that the purposes of a public highway should prioritise safety for potentially hundreds of people who could be using it for transport (particularly using sustainable modes) rather than convenience for four to eight households who are using it for storage of private cars while not in use.</p>

(3) Member of Local Group, (Oxfordshire Cycling Network)	<p>Concerns - very pleased with the proposal and delighted that it formed part of a future scheme to improve significantly cycling along almost all of the major link from the town centre north west along Bath Street and Wootton Road and serving two large comprehensive schools and the College of FE. Officers are intending to take the opportunity of incorporating a service road into the scheme in the way I was suggesting in my earlier response and in the way that is also entirely possible along much of the length of the Oxford Road, as we saw when the four of us met recently.</p> <p>Sadly, the current proposals remain flawed as they still envisage a notional cycle lane (white paint and prayers) alongside parked cars on much of Bath Street. The opportunity to create a segregated provision along the parallel service road is not included. This would require some (relatively minor) engineering to realign the access from that service road to Bath St proper. However, for a relatively small sum this would provide a significant step towards establishing a cycle network in Abingdon.</p> <p>If the southern end, instead of petering out at the junction with Stratton Way, as currently envisaged, were to be linked to a dual use pedestrian/cycle route along Stratton Way on the existing 3 meter (?) little used pavement, it would also remove a very busy and dangerous car/bike clash around the town. This latter proposal really is just a drop kerb and signage.</p>
(4) Local Resident, (Abingdon)	<p>Object – I have for close to five years been requesting residents' parking for those residents without access to parking as is the case in cities. I have previously lived in London and Oxford always with residents permits.</p> <p>I would request facing north up to the bus stop to ONLY be used for resident permits for 51-65 BATH STREET as the other properties including flats have their own parking spaces on their land.</p> <p>When the Green Brewery owned all the pubs, flats and my house they sold off the land and never allowed 51 or 49 parking spaces these houses date from 1830 s and were the main properties of Bath Street.</p> <p>The issue is lots of traffic and bikes do not queue they go onto the pavements to avoid waiting in line. The bike line should for safety be on the pavement. The other issue is lack of parking for workers who travel into Abingdon like a park & ride most leave their cars on Bath Street all day. Sunday is a very different issue re lots of parking & bikes whizzing down.</p> <p>The last issue is people leave their cars on Bath Street to AVOID going around the one-way system. This is difficult to change. Please can you allow a few resident parking spaces. If this goes ahead I will have nowhere to leave my car.</p>

(5) Local Resident, (Abingdon)	<p>Object - For those of us who live in north Abingdon, the 54-metre length of road in question provides valuable parking spaces (and still leaving a good-sized two-way road) and saves a number of vehicles adding to the already - stressed and congested Abingdon town centre. The intention of introducing a cycle lane is commendable, but seeing that it only affects a small portion of Bath Street, is only of limited value. If OCC really wants to encourage cycling, may I suggest that consideration might be given to widening the whole of Wootton Road (Faringdon Road to Wootton Road roundabout (junction of Dunmore Road & Copenhagen Drive) and installing a cycle lane along the whole route, plus the remaining length of Bath Street presently used for 2-hour parking. This would provide a meaningful lane for cyclists, a possible spin-off being less vehicles entering the town centre and thus less parking being required therein?</p>
(6) Local Resident, (Abingdon)	<p>Object - The 54m stretch of road suggested for the cycle lane accommodates at least 10 cars and is invaluable to the local residents on Bath Street, many of whom have no space for a driveway. They are perfect for typical 9-5 workers that leave before 9 and return after 5 during the week. I would even stretch to suggest that the spaces be made specifically for residential parking. I'm always in favour of improved safety, but I struggle to see how this extension can mitigate any risk. During school hours the traffic is near standstill down Bath Street (heading southbound), cyclist make lightwork of safely bypassing the snail pace traffic. I don't doubt that implementing a cycle lane in other locations would have a greater impact on safety, such as Vineyard Road. Please reconsider this proposal and if possible change the parking to resident only parking.</p>
(7) Local Resident, (Abingdon)	<p>Object - My husband and I are residents of Bath Street. We have two children, aged 19 and 22. At present we own two cars and obviously rely heavily on being able to park in Bath Street, both for ourselves and visitors to our home. When we bought a house in Bath Street we thought very seriously about the restricted street parking issue and decided that as we were away from Bath Street during the daytime we would be able to cope around these restrictions. With resident parking offered to all other roads in Abingdon town centre, we also felt confident that at some time Bath Street would too revert to a resident only parking area! Unfortunately, twenty-seven years later, this is still not the case and at times it is extremely difficult to park anywhere near our house. With the reduction of eight spaces, parking will become impossible at times. My husband recently broke his femur and is less able to walk as far, plus I have elderly parents who need to be able to park near our house.</p> <p>We are a family of cyclists and believe me welcome the addition of cycle lanes in appropriate areas. However, as a resident being forced to share an extremely limited parking area with Abingdon shoppers it is simply not fair. At busy times it is already impossible to park in Bath Street. There are plenty of car parks offering two-hour free parking for shoppers to Abingdon. I therefore implore you to implement a resident only parking scheme for Bath Street residents</p>

	whether or not this cycle lane scheme goes ahead.
(8) Local Resident, (Abingdon)	Object - Why spend tax money on a total waste of time and effort. What would it achieve.
(9) Local Resident, (Abingdon)	Object - Parking is incredibly sparse on Bath Street already, the proposed changes would make parking virtually impossible. It is difficult to see what tangible or meaningful benefits this change would bring in terms of traffic or cycle safety. I therefore strongly oppose these works. The money would be better spent on speed deterrents as the noise from speeding and accelerating motorcycles is unbearable.
(10) Local Resident, (Abingdon)	Object - This will have a major impact on my living conditions as the parking on Bath Street is the only place for residents to park nearby. In addition, I cannot see how changing this would actually improve conditions for cyclists on the street.
(11) Local Resident, (Abingdon)	<p>Object - Firstly, may I point out that the consultation detailed diagram is incorrect, as the existing parking only extends to the North side of the driveway of No. 61. The proposed removed parking area also most often accommodates 9 normal cars rather than 8. My experience as someone who cycles up and down this stretch of Bath Street regularly, often several times per day at different times for many years, is that when there are no roadworks, there is sufficient room for traffic to pass in both directions and allow a cycle until at least level with number 61 (the pink house) and that it would be sufficient to reduce the parking by only one or two spaces if any. Even this seems of dubious overall benefit to cyclists as the main narrowing of the street and congestion begins not long after this, such that south of Yew Tree Mews it would not be possible to accommodate a separate cycle lane in any case. In my experience as a frequent cyclist on Bath Street, the ability to pass along the existing cycle lane further North, where there is plenty of room, depends less on the actual amount of room than the cycle awareness of the motor drivers. As the cycle indications are only painted very intermittently rather than as a contiguous dotted line, it also does not help drivers to be aware that cyclists are allowed and should be left room to pass on the left along the cycle lane.</p> <p>The current proposal seems to me as a cyclist of very marginal benefit to cyclists, considering the additional pressure that reducing the already limited existing parking in the area would have, especially to those who have no parking rights or possibilities at all next to their houses and rely on the Bath Street parking areas for dropping off children, elderly relatives, baggage etc and for parking after hours. It seems especially unnecessary to reduce the overnight and Sunday parking capacity by making the stretch double yellow lines, when there is no problem at all passing with a bike at these</p>

	<p>times.</p> <p>Another solution to consider if you wish to increase the passing space for cycles along this stretch would be to decrease the footpath by approximately 1 foot so the existing parks are set further off the carriageway, as the footpath along the east side is currently quite wide, especially compared to the width South of Gosling Court.</p> <p>While considering parking provision in the area and the practical problems lack of residential parking on Bath Street presents (including pressure particularly on the Fitzharrys Green area,) I would venture to suggest a change of some (perhaps about 10-12) of the current 2 hour places on Bath Street to a residential permit allocation, allowing one permit each for those houses between the stretch being considered and Stratton Way which have no possibility of off road parking available to them. Casual visitors to the town centre already have a range of 2-hour parking possibilities available.</p>
(12) Local Resident, (Abingdon)	<p>Object - I own the property at Bath Street which, like the adjacent properties, has no off-road parking, is situated in the narrowest section of Bath Street and subject to 'No Waiting at Any Time'. The proposal states that the area is currently time-limited parking but this limitation expires at 6pm and so the parking spaces are extensively utilised by residents of Bath Street during the evening and overnight. For those that do not have off-road parking, I cannot stress enough how important it is to have this option. Even at the best of times, it is very difficult to find a space on Bath Street and so further reducing the spaces available would introduce significant difficulties for residents.</p> <p>The reason for the proposal does not seem logical to me. The proposed section of Bath Street is already fairly wide and presents no difficulties for cyclists so introducing a 54 metre long bicycle lane will do little to improve the safety of cyclists. The narrowest and most 'dangerous' stretch for a cyclist is the southern end of Bath Street approaching Stratton Way and yet nothing is being done to improve this section. I think this inconsistency makes the proposal fairly arbitrary.</p> <p>I object to this proposal and would urge the council to reconsider — the proposal will not significantly improve cyclist safety but will cause significant difficulties for those living in Bath Street.</p>
(13) Local Resident, (Abingdon)	<p>Object - I am the owner of a property on Bath Street, Abingdon and currently have a tenant in situ. I can confirm the property has continually enjoyed the benefit of being allowed to park on Bath Street and I would be outraged to see that enjoyment removed now or at any time in the future.</p> <p>There is no off-street parking for any of the houses at the south end of the street to the west side (notably numbers 54-62) and limited options for those on the east side of this end of the street. All of these properties are listed buildings with,</p>

	<p>therefore, limited ability to be developed to accommodate off-street parking. The owners of these properties are the principle users of the parking places being proposed to be removed and the sudden loss of these parking options would prove considerable.</p> <p>The inclusion of these parking spaces to date does not affect the traffic travelling in either direction as this is an untypically broad street for Abingdon.</p> <p>Perhaps if the remaining parking places could be guaranteed via permits to the residents at the listed end of Bath Street, I might be persuaded to look at the proposal in a different light but otherwise, I wholly reject the proposal as it stands.</p>
(14) Local Resident, (Abingdon)	<p>Object - I have lived in Bath Street for over twenty years and regularly ride a cycle all year. As I'm sure you are aware, for most of the day there is very little traffic in Bath Street. At peak times traffic is typically a mixture of cars, vans, school buses and lorries. Bath Street does not have the available width to support the existing advisory cycle lane and the introduction of another advisory cycle lane on the other side of the road will, I believe, increase the risk to some cyclists. I cycle in Oxford and London and welcome the introduction of well-considered cycle lanes, but they are not suited to all roads. Cyclists have a duty to take responsibility for their own safety, that is clear. However, at busy times I can see some cyclists believing they have a right of way on the blind side of vehicles in this section of road if your proposal is passed.</p> <p>It would be far more appropriate for the council to spend this money maintaining existing cycle lanes in Abingdon. Please have a look at the cycle lane along Ock Street or Faringdon Road. These are so poorly maintained they force cyclist out of the cycle lane and into the path of vehicles. What this town needs urgently is better maintained cycle lanes not more poorly conceived cycle lanes.</p>
(15) Email Response, (unknown)	<p>Object – <i>No comment</i></p>
(16) Local Resident, (Abingdon)	<p>Object - We agree that something needs to be done about the cycling situation on Bath Street. We regularly step out of our front door and have to dodge cyclists dangerously cycling on both sides of the pavement (often school children, but plenty of adults as well).</p> <p>I've practically given up asking them to not cycle on the pavement, since it's an impossible battle with the volume of cyclists who just ignore it and continue to do so every day, which causes real risks, for example, stepping out of the door,</p>

	<p>or turning in/out of the junctions on this stretch in a car, or especially when walking around the west-side corner from Stratton Way onto Bath Street with young children, to be met by cyclists travelling on the pavement in the opposite direction at some speed, with cars also coming around the corner.</p> <p>And we understand why they do it - as this stretch of Bath Street and the Stratton Way junction are dangerous, especially for school children who in particular come from the East side of Stratton Way and/or its pedestrian underpass, turning North up Bath Street heading to the various schools, with 'no right turn' allowed from Stratton Way east-side onto Bath Street and only one awkward pedestrian crossing inconveniently positioned further down Stratton Way that they could use to get onto the correct side of Bath Street to cycle north-bound on the road.</p> <p>However, the other big problem on Bath Street is parking. Our residence, and the majority up Bath Street, has no available parking, nor residents permits for the street parking your proposal refers to, which makes it very difficult for Bath Street residents, especially those like us with young families.</p> <p>Hence, we, our landlord and all our neighbouring acquaintances who we have spoken with find your proposal to remove 8 spaces from that stretch of available parking, in favour of only a fractional solution to cycling in the Upper Bath Street section very ill conceived. This 'advisory cycle lane' will do nothing to help the cycling problem I have described, primarily since it doesn't cover the stretch where the daily cycling on pavement offences occur and will only worsen the parking situation for residents and visitors around Bath Street.</p> <p>Please seriously consider this in your consultation and do some real research into all these sides of the problem with cycling and parking on Bath Street. There must be a better solution than this half-baked proposal, which in our view would be a waste of time and tax money and only exacerbate the existing local frustrations.</p>
(17) Local Resident, (Abingdon)	Support - Would advise repainting existing cycle markings on Abingdon School side
(18) Local Resident, (Abingdon)	Support - <i>No comment</i>
(19) Local Resident, (Abingdon)	Support - <i>No comment</i>

(20) Local Resident, (Abingdon)	Support - Bath Street is a very busy road, used by cars, commercial vehicles, buses/coaches and many cycles. This proposal will increase safety for all road users, particularly cyclists, and pedestrians.
(21) Local Resident, (Abingdon)	<p>Support - Additional provision for cyclists and removal of parking facilities is most welcome, particularly as this is an important route for cycling; connecting a number of educational establishments and residential areas with Abingdon Town Centre.</p> <p>The proposed improvements would complement the recent re-surfacing of Bath Street. However, longer term the area identified for improvement should be part of an aspiration to create a continuous cycle network from new developments north of the Abingdon ring road to an improved cycle-able crossing off Stratton Way. Abingdon has the potential to be an Active Travel town and all infrastructure schemes, both large and small, should work towards achieving this ambition.</p>
(22) Local Resident, (Abingdon)	<p>Support - I welcome any steps toward encouraging people out of cars and onto cleaner forms of transport. However, I think it could be even better. Why not link it at its northern end, through an improved slope, to the Bath Street service road and continue a well-marked and prioritised cycle route across Letcombe Avenue linking to the cycle routes on Wootton Road and Boxhill Walk? This would allow access to John Mason School and beyond off the busy and dangerous main road.</p> <p>At little cost you suddenly have a proper cycle network!</p>
(23) Local Resident, (Abingdon)	Support - It's very important that schools are linked by good cycle lanes. I hope this is the beginning of an integrated policy doing this on a wider scale in Abingdon.
(24) Local Resident, (Abingdon)	<p>Support - I strongly support this proposal and hope it is part of a bigger plan to expand a safe cycling network around Abingdon.</p> <p>In particular, this route would help connect the John Mason and Fitzharry's schools, the College and many houses with the town centre (so potentially a very popular route).</p> <p>Council policy (Local Transport Plan 4/LTP4) supports active travel in favour of motor vehicles, so this plan would be in line with this aim.</p>

(25) Local Resident, (Abingdon)	<p>Support - I am an active cyclist in Abingdon, as well as a car owner and I support this cycle lane proposal. Though on its own it is small I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the two large schools, the College and many houses with the town centre. Safety of cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use.</p> <p>If better cycling facilities are provided, it will help to encourage more cycle use and potentially reduce the number of cars entering the town centre and requiring parking spaces. Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles.</p>
(26) Local Resident, (Abingdon)	<p>Support - Need to prioritise safety of vulnerable young school cyclists in Abingdon.</p>
(27) Local Resident, (Abingdon)	<p>Support - I support this proposal, although on its own it is small, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre. Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use.</p> <p>Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles. It will help reduce pollution levels. As someone who lives in the town centre this is very important to me.</p>
(28) Local Resident, (Abingdon)	<p>Support - I support this proposal, although on its own it is small, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use. Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor</p>

	vehicles.
(29) Local Resident, (Abingdon)	<p>Support - I am a regular cyclist and use this route several times a week. I support this proposal, limited as it is, because it will improve safety and help encourage potential cyclists who might otherwise be put off by the heavy traffic along the B4017 at peak times.</p> <p>I hope that this is a first step towards generally improving cycling infrastructure northwards from Stratton Way. Given the number of schools, colleges and estates adjoining the B4017 such improvements would encourage cycling take-up and support the Council's policy in favour of active travel</p>
(30) Local Resident, (Abingdon)	Support - As a school governor, I heartily support efforts made to encourage more local young people to cycle to school or college.
(31) Local Resident, (Abingdon)	Support - I support this proposal because it will increase cycle safety and make it easier for cyclists. I hope that more improvements to cycle safety and convenience will follow in the town centre especially, where it can be quite a nightmare for cyclists!
(32) Local Resident, (Abingdon)	Support - Painting a line up the side of the road is not a cycle lane. Cycle lanes need to be distinctly bounded as they are in Amsterdam.
(33) Local Resident, (Abingdon)	Support - This is a welcome first step of what needs to be a coherent strategy to encourage and enable safe cycling to and from two major secondary schools in Abingdon.
(34) Local Resident, (Abingdon)	<p>Support - I support this proposal, although on its own, it is small. I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College. The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while</p>

	they are not even in use.
(35) Local Resident, (Abingdon)	Support - I would be very pleased to see any changes to the highways that support cyclists as we need to be active against climate change and pollution.
(36) Local Resident, (Abingdon)	Support - Delighted to see OCC taking time to make cycling safer in Abingdon. Encouraging cycling is important for fitness and health as well as reducing air pollution and cutting our carbon footprint. I hope that this is the start of much greater provision for cycle lanes in Abingdon.
(37) Local Resident, (Abingdon)	Support - Any steps which make cycling more enjoyable and which might encourage more people to cycle are to be applauded.
(38) Local Resident, (Abingdon)	Support - Could there be no parking between 7am until 6pm as in parts of Oxford?
(39) Local Resident, (Abingdon)	Support - Anything that encourages more people to cycle in Abingdon rather than drive, particularly for short distances, is a very good thing. More cycling and less driving means less congestion, air pollution, absenteeism, carbon emissions, severance of communities and a fitter, healthier population. It's great that the Council have proposed this and I fully support it.
(40) Local Resident, (Abingdon)	<p>Support - Safety for the increasing number of cyclists in Abingdon is becoming even more important now. This route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre. I hope this proposal is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017 which is much needed for pupils attending John Mason, Fitzharrys and Abingdon & Witney College</p> <p>Council policy (Local Transport Plan 4/LTP4) also supports active travel by cycling over motor vehicles, so this proposal is supported by that framework</p>

(41) Local Resident, (Drayton)	Support - Any and all improvements to the cycle network in and around Abingdon should be pursued. The Council operate a 2hr free parking scheme in a town that has an adequate bus service (from all directions). When this can also be said of the cycle network there will be no reason to privilege car drivers.
(42) Local Resident, (Abingdon)	<p>Support - I support this proposal, although on its own it is a very small step, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient parking/storage of up to 8 private cars while they are not even in use. Council policy (Local Transport Plan 4/LTP4) also supports active travel such as cycling, in favour of motor vehicles.</p> <p>The County should be doing all it can to support cycling in general as it is the 'way forward' for it's car dominated & congested streets.</p>
(43) Local Resident, (Abingdon)	Support - Safe road use must take priority in our historic town, protecting children and cyclists, the elderly and disabled whilst on our roads should be our first consideration. Children getting to school en masse should be at minimal risk and not endanger life.
(44) Local Resident, (Abingdon)	<p>Support - I support this proposal, although on its own it is small, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use.</p> <p>Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles. Cycling is important</p>

	in the urgent need to reduce our fossil fuel consumption and fight climate change (12 years until the critical 1.5oC warming as predicted by the UN)
(45) Local Resident, (Abingdon)	<p>Support - I support this proposal, although on its own it is small, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use. Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles.</p>
(46) Local Group, (Abibike)	Support - This proposal should be the start of a cycle route connecting the town centre with the college and schools also eventually linking to any new housing and Wootton. The Oxford road should be improved in the same way.
(47) Local Resident, (Abingdon)	Support - <i>No comment</i>
(48) Local Resident, (Abingdon)	Support - <i>No comment</i>
(49) Local Resident, (Abingdon)	Support - I strongly support this small improvement to cycle safety in Abingdon, and hope it is part of larger plans for the town. I cycle extensively with my toddler and baby in a trailer and wish it were easier to get around the town safely, i.e. on routes with less traffic or with dedicated cycle lanes. I'm aware that LTP4 strongly supports active travel and this will make a contribution to those aims.
(50) Local Resident, (Abingdon)	Support - Encouraging cycling in school pupils, in particular as a safe and acceptable means of transport is to be applauded for both ecological and health reasons. This proposed change in signage is along an important cycle route for commuters, school pupils and the local population in general.

	Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles.
(51) Local Resident, (Abingdon)	Support - <i>No comment</i>
(52) Local Resident, (Appleford)	<p>Neither - I agree with improvements for cyclists. However, I think this piecemeal approach is not the correct one, surely the proposals should be more comprehensive, including at least Stratton Way itself, the crossing of Stratton Way and Bath Road (Town Centre route improvement) etc</p> <p>I suggest taking a much more radical and proactive approach, which is needed in Abingdon in general to Protect the safety of cyclists as well as promoting cycle use (the two clearly correlate). Why not propose a cycle street as introduced in most cities in the Netherlands (and also in Cardiff), even if this needs an experimental or trial-period.</p>
(53) Local Resident, (Abingdon)	<p>Neither - Any reduction of parked cars is welcome and helpful for cyclists. However, the part of the cycle lane that is adjacent to parked cars is simply dangerous. It gives a false sense of security to some cyclists, who will use the lane and be unaware of the danger of car doors opening in front of them. In addition, car drivers "expect " cyclists to use the lane, and drive too close to allow for evasive action if a door is opened. My daughter was knocked off her cycle recently in such a situation.</p> <p>Markings were put on Bath Street in this area several years ago and quite quickly removed, presumably for just this reason.</p>
(54) Local Resident, (Abingdon)	<p>Neither - (1) At rush-hour times when southbound motor vehicles are queued, a southbound cycle lane would allow cyclists to proceed unhindered. At other times, totally unnecessary. The currently shared space is perfectly adequate for most of the day.</p> <p>(2) I very much doubt if the scheme will reduce the number of people, notably aggressive teen-agers, riding bicycles on the pedestrian footpaths. They will do this whether there is a cycle lane or not.</p> <p>(3) A nervous old lady returning from town with her bicycle loaded with shopping, will not risk crossing Bath Street twice</p>

	<p>to cycle a short distance on the West side, even though there is already a cycle lane there. She will ride northward on the East side pedestrian footpath as she has always done. The new southbound cycle lane will make no difference to her.</p> <p>(4) I see a significant risk of pedestrian/cycle collisions at the point where the diverted cycle path emerges across the pavement and on to Bath Street.</p> <p>(5) As a lifelong cyclist, (180,000 miles) who has twice had the experience of collision and injury in the supposed safety of dedicated cycle paths, I will continue to use the road where I can see, be seen and share the space with courtesy.</p>
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