



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

***Thursday, 28 March 2019 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 5 April 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

March 2019

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

Note: Date of next meeting: 25 April 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: Amendments to On-Street Pay and Display Parking Charges and Times of Operation** (Pages 1 - 12)

Forward Plan Ref: 2018/194

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

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

This report presents responses received to a Statutory consultation to change the operational hours for the use of the on-street pay and display parking and increases in tariffs. The new charging structure was submitted into the County budget review process and has been subject to review by Scrutiny committee on the 10 January 2019 and was subsequently signed off at Cabinet on the 22 January 2019.

Following Cabinet approval, the County Council was obliged to advertise its intention to alter the Traffic Regulation Order that changes the operational hours for when parking charges apply. As part of the process the Council is statutorily required to invite comments and objections to the proposals.

Under Standing Orders (Section 6.2, paragraph 19 (a) to (c) the Chairman of the Council has agreed that that part of this report applying to the revised hours of operation should not be subject to call-in in order that the 2 elements of this proposal i.e. the charges and hours of operation come into force simultaneously on 1 April 2019. The main part of the proposals relating to the fee charges has

already been through the scrutiny process in January 2019 prior to being subsequently agreed at Cabinet on 22 January 2019 as part of the Financial Budget submission and so the call-in process for that element of the proposal does not apply under Standing Orders (Section 6.2, paragraph 18 (h)). However, part of the supporting process for the increased charges involves the need to make a Traffic Regulation Order to change the hours of operation to come into operation on 1 April and that would normally be subject to call-in. However, doing so raises the potential for a problem of timing between the 2 elements if the hours of operation decision was to be called in. As the main fee charges has already been through the Scrutiny process before going to Cabinet the Chairman of the Council has agreed to waive the process for the hours of operation as any delay could prejudice the Council's or public's interest.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed increases to the fees for on-street pay and display parking, and the additional times for which such fees apply on Sundays as advertised.

5. Oxford, Barracks Lane - Revised Waiting Restrictions (Pages 13 - 24)

Forward Plan Ref: 2019/036

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

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

The report presents a modified proposal to introduce additional waiting restrictions at Barracks Lane following consideration of the responses to a consultation in the latter part of 2018, which was reported to and deferred by the Cabinet Member for Environment at her delegated decisions meeting on 14 February 2019.

The Cabinet Member for the Environment is RECOMMENDED to approve modified proposals for waiting restrictions in Barracks Lane, Oxford as an interim measure pending a Controlled Parking Zone in this area that is planned to be progressed at a later date subject to further consultation.

6. Cumnor Hill - Proposed Extension of 30mph Speed Limit (Pages 25 - 30)

Forward Plan Ref: 2018/148

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

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

The report presents responses received to a statutory consultation to extend the 30mph speed limit on Cumnor Hill south westwards (in place of the current 40mph speed limit) as a result of residential development of adjacent land on the north west side of Cumnor Hill.

The Cabinet Member for the Environment is RECOMMENDED to approve an extension of the 30mph speed limit on Cumnor Hill but to a point approximately 30m to the south west of the point as advertised.

7. Sydenham Road, Sydenham - Proposed Traffic Calming Build Out
(Pages 31 - 42)

Forward Plan Ref: 2019/010

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 on a proposal to introduce a traffic calming build-out on the Sydenham Road. put forward by the Parish Council who are funding the scheme jointly with the local County Councillor Juliette Matelot.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a traffic calming build-out on the Sydenham Road, Sydenham as advertised.

8. Cholsey - Wallingford Road - Proposed Traffic Calming Measures
(Pages 43 - 50)

Forward Plan Ref: 2018/190

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

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

This report presents responses received to a statutory consultation on a proposal to introduce four pairs of speed cushions on the Wallingford Road, Cholsey put forward as a result of the development of land adjacent to Wallingford Road.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of the traffic calming measures comprising four pairs of speed cushions on the Wallingford Road at Cholsey as advertised.

9. Abingdon - Dunmore Road Proposed Toucan Crossing (Pages 51 - 58)

Forward Plan Ref: 2018/200

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 to introduce a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) on Dunmore Road at Abingdon east of its junction with Parsons Mead put forward because of development of land adjacent to Dunmore Road at Abingdon. Funding for the proposed measures has been provided by the developers.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a toucan crossing (a signalised crossing for pedestrians and pedal cyclists) on Dunmore Road, Abingdon east of its junction with Parsons Mead as advertised.

10. Ascott Under Wychwood at Evenlode Bridge - Proposed Traffic Calming Give Way Layout (Pages 59 - 64)

Forward Plan Ref: 2019/007

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 a give way requirement for traffic entering Ascott under Wychwood at the Evenlode River bridge put forward by Ascott under Wychwood Parish Council who have undertaken to fund the project subject to approval being given to proceed with the scheme.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a give way requirement for traffic entering Ascott under Wychwood at the Evenlode bridge as advertised.

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CABINET MEMBER FOR ENVIRONMENT – 28 MARCH 2019

OXFORD: AMENDMENTS TO ON-STREET PAY AND DISPLAY PARKING CHARGES AND TIMES OF OPERATION

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed increases to the fees for on-street pay and display parking, and the additional times for which such fees apply on Sundays as advertised.

Executive summary

2. This change is to create a joined-up charging policy across for the City of Oxford so that the Car Parks operated by the City Council and the on-street parking operated by the County become aligned. The aim of this proposal is to improve the management of parking demand in the city through a more structured approach to demand management by:
 - the use of Park and Ride as a more favourable alternative to parking in Oxford city centre, whilst enabling those who need to drive in the city to do so (e.g. deliveries, disabled parking).
 - incentivising off-street parking through the charging structure and time restrictions.
 - harmonise Park and Ride Season ticket charges across the city and allow such ticket holders to park in any Park and Ride location
 - Introducing a zonal charging structure to on-street parking charges that is consistent with the city's existing zonal tariff structure for its off-street car parks, to limit growth of traffic, particularly where congestion is most severe.

Introduction

3. This report presents responses received to a Statutory consultation to change the operational hours for the use of the on-street pay and display parking and increases in tariffs.

Background

4. The new charging structure was submitted into the County budget review process and has been subject to review by Scrutiny committee on the 10 January 2019 and was subsequently signed off at Cabinet on the 22 January 2019.

5. Following Cabinet approval, the County Council was obliged to advertise its intention to alter the Traffic Regulation Order that changes the operational hours for when parking charges apply. As part of the process the Council is statutorily required to invite comments and objections to the proposals.

Exemption from Call-in

6. Under Standing Orders (Section 6.2, paragraph 19 (a) to (c) the Chairman of the Council has agreed that that part of this report applying to the revised hours of operation should not be subject to call-in in order that the 2 elements of this proposal i.e. the charges and hours of operation come into force simultaneously on 1 April 2019. The main part of the proposals relating to the fee charges has already been through the scrutiny process in January 2019 prior to being subsequently agreed at Cabinet on 22 January 2019 as part of the Financial Budget submission and so the call-in process for that element of the proposal does not apply under Standing Orders (Section 6.2, paragraph 18 (h)). However, part of the supporting process for the increased charges involves the need to make a Traffic Regulation Order to change the hours of operation to come into operation on 1 April and that would normally be subject to call-in. However, doing so raises the potential for a problem of timing between the 2 elements if the hours of operation decision was to be called in. As the main fee charges has already been through the Scrutiny process before going to Cabinet the Chairman of the Council has agreed to waive the process for the hours of operation as any delay could prejudice the Council's or public's interest.

Consultation

7. Formal consultation on the proposal was carried out between 21 February and 15 March 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, local County & City Councillors and other parties judged to have an interest, with street notices placed by the on-street affected Pay and Display parking places.
8. 19 responses were received. These are summarised in the table below with full responses included at Annex 1. Copies of the full responses are available for inspection by County Councillors.

Proposal	Support	Object	Neither
Increase in Charging	3 (16%)	13 (68%)	3 (16%)
Charging hours change	5 (26%)	8 (42%)	6 (32%)

Response to objections and other comments

9. The main objection to the increased parking charges is that they are too high. As outlined above, the purpose for the increases are two-fold; 1) to bring them in line with the City Council's Car parks and 2) to incentivise parking more towards Park & Ride sites and off-street car parks to improve traffic flow, reduce emissions and maintain road safety.
10. The 30-minute parking band encourages very short stay visits to the city, with the associated impact on congestion and air pollution, as drivers cruise around looking for spaces. It is proposed to remove this 30-minute parking band to discourage these very short stay visits and to help reduce the associated congestion and air pollution.
11. There are seven on-street parking areas (Keble Road; Mansfield Road; Merton Street; Savile Road; Great Clarendon Street; Norham Gardens; Walton Street) that have a separate tariff for Sundays to allow for people to attend Church. The new structure removes this separate tariff to bring on-street parking bands in line with the city council's and the zonal approach. It is noted that the council cannot either positively nor negatively discriminate on religious beliefs and to do so would involve granting concessions to all religious & faith groups. Ultimately, the council feels this would not be practical nor desirable in helping achieve the stated aims.
12. One objection has raised concerns that this proposal will restrict the elderly and people with mobility issues from going to church and suggests that a permit scheme is generated to allow free parking. It is noted that free parking is already available to Blue Badge holders to assist people with mobility issues.

How the Project supports LTP4 Objectives

13. These changes are in-line with LTP4 Objectives which are to improve air quality and making better provision for walking and cycling

Financial and Staff Implications (including Revenue)

14. There are no staffing implications and any financial surplus that may arise out of the proposed increases will be redirected into improving transportation measures and assisting the objectives of LTP4.

OWEN JENKINS

Director for Infrastructure Delivery

Background papers:

Consultation responses

Contact Officers:

Hugh Potter 07766 998704

March 2019

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><u>Increased Charging</u> – No objection – <i>No comment</i></p> <p><u>Charging Hours</u> – No objection – <i>No comment</i></p>
(2) Oxford City Cllr, (Littlemore Ward)	<p><u>Increased Charging</u> – Support – I am very much in favour of these increased charges. It would be helpful if the County increases for on-street parking were co-ordinated with City charges for off-street, of course.</p> <p><u>Charging Hours</u> – Support – (See above)</p>
(3) Oxford Bus Company	<p><u>Increased Charging</u> – Support – supports the aim to encourage parking off street rather than on-street. We welcome the principle of substantially increasing in charges which we hope would encourage drivers to choose to park off street or at the park and ride.</p> <p>We note that when using the park and ride, there is an additional cost in time to the user due to changing from car to bus. In practise it appears to us that a lone driver will now make a saving when using the park and ride which they may feel will offset the loss of time. However, with any passengers parking on street is still a lower total cost, thus we would say the increase in price for parking on street is certainly not too high.</p> <p><u>Charging Hours</u> – Support – We welcome the principle of simplifying the charging zones which we hope would make it easier for drivers to decide where best to park.</p>
(4) Local Church, (Oxford)	<p><u>Increased Charging</u> – Object – Our church became established in St Giles' in the 1930s and we have seen changes from totally unrestricted parking on a Sunday and in the evening to the now excessively restricted and very costly parking. Many of our members and those in the congregation are elderly and already protest at the charges. Using P&R on a Sunday is not really an option for those who are limited in their walking although not requiring a blue badge. And this is true for those with young families.</p>

	<p>To park outside our church for a maximum of two hours is not long enough when some of us have important jobs to do like conduct the services, which need preparation both before and afterwards. The existing cost is too high, and the new cost will be prohibitive. We are a lay church without priests or ministers. Some of us try to use Walton Street or other places, which allow a longer, less expensive, stay on a Sunday. Not so long ago the cost there was only £2.00. Making it £3.00 seems exorbitant and does result in people coming less frequently and certainly putting less money in the collection. Pensioners and other good folk are not made of money. The sums really mount up. To park outside the church for say 45 times a year, for just one vehicle -on Sundays and Wednesdays when we have our public services --will cost just over £400 We need to be at the church at other times as well.</p> <p>We would ask you to make an exception for churches and allow us to run a permit scheme, as do other cities and boroughs. There are a number of other places of worship in the immediate area and you may feel this is excessive to include them. However, we are the only Christian Science Church in the whole of Oxfordshire and therefore ask for special consideration. We feel that we are an asset to the city. Some in our congregation come a great distance such as Bicester, Chipping Norton and Horton-Cum-Studley. Buses are not always the answer. Attending church is a pleasure and should not need to be made stressful by worrying about whether one's parking is about to run out and how much it will cost.</p> <p>We feel that these increases are unnecessary and too high. Although you may not have thought about a permit scheme now is the time to include this. Sunday from 9.30 am to 12.30 and Wednesday from 6.00 pm would be ideal. We would be more than happy to work out with you how to arrange this with minimum effort from the Council.</p> <p><u>Charging Hours</u> – No objection – We understand the need to simplify the zones, which makes sense but object to the increase in charges.</p>
(5) Local Business, (Oxford)	<p><u>Increased Charging</u> – Object – The parking charges are extremely high and do not represent good value in any way, they are and have been for a decade the reason so many valuable visitors either stop using the city centre and the business within it or only use them as a last resort.</p> <p>The population of Oxford cannot support the businesses within the city now that the Westgate is open. We need to keep all of Oxford thriving so a more welcoming and fairer pricing strategy would be ""peak & off peak"" pricing cutting the parking prices will make people stay longer and use more of the city, longer stays will also cut traffic jams and incentivise people to use the off peak times where the roads are quieter.</p>

	<p>A fairer more constructive way would be to look at the traffic flow and opening up the High St, Cornmarket, and Broad St, removing the restrictions in St Ebbes, George St, Magdalen St, Turl St and the High St Junction with Magdalen Bridge would probably enable traffic to flow more smoothly, reducing pollution and putting a 20mph speed limit everywhere will help safety</p> <p><u>Charging Hours</u> – Neither – I would only support this if the parking fees were in line with other similar cities, were designed to invite people rather than rip them off.</p>
(6) Local Resident, (Horspath)	<p><u>Increased Charging</u> – Object – We have no buses running from our village into town. These policies just encourage people to travel in cars more. Make buses available and cheap and then you can make parking more expensive. At a time when high streets are in trouble you are suggesting putting up parking. This does seem a strange decision.</p> <p><u>Charging Hours</u> – Object – I would have thought that parking further out of the centre should be cheaper to encourage people not to drive into the centre of town.</p>
(7) Local Group/Organisation, (Oxford)	<p><u>Increased Charging</u> – Object – The concern is over the increase of charges on a Sunday morning when people who coming to the City centre to church will have an increased cost. Given that most of the shops do not open until late morning, can consideration be given for a reduced rate up to midday to assist those people coming to Oxford for worship.</p> <p><u>Charging Hours</u> – Object – <i>As above.</i></p>
(8) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Object – Parking charges in Oxford are already extortionate and it has done nothing to alleviate the volume of traffic in the time that I have lived in the city.</p> <p><u>Charging Hours</u> – Neither – <i>No comment</i></p>
(9) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Neither – <i>No comment</i></p> <p><u>Charging Hours</u> – Object – I disagree with the loss of the half hour parking facility. The Wednesday Market weekly shop would impossibly expensive (I do this on the behalf of a number of families).</p>

(10) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Object – The parking charges will restrict many to reach city centre as the bus fares are not so reasonable when a family of 4 or 5 travels to town for shopping, theatre etc. so it will adversely impact on business as many shops are already getting empty today's Oxford Mail wrote about 30 is the recent count.</p> <p>So if the parking charges needs to be increased to save the town from pollution and traffic then the bus fares should be made more affordable and in the reach of individuals which appears to be not hence I object this parking charges increase proposal.</p> <p><u>Charging Hours</u> – Object – <i>No comment</i></p>
(11) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Object – 1. The Council has asserted, but provided no quantified evidence, that there is benefit (other than increased raising of funds) from these proposals. It is not evident that increasing charges will reduce the number of vehicles circulating and therefore congestion. In fact, it is possible that more vehicles (including taxis) will circulate around the streets dropping people off. There are other actions which would have a higher impact on congestion, e.g. taxing workplace parking or helping schools to reengineer drop-offs.</p> <p>2. The additionally higher pricing for Saturdays is, again, not justified by a rationale based on congestion. Are there more cars on the streets on a Saturday afternoon than on Monday to Friday? Clearly not! There is no reason to raise Saturday prices other than to make more money from residents and visitors.</p> <p>3. Higher benefits to the City would result from more modern measures -- for example, adopting the scheme used by the City of Westminster to provide free parking for electric vehicles, which could significantly decrease pollution.</p> <p>4. If the goal is to reduce congestion, this could also be achieved by making the duration of parking longer. If the meters were changed to 4-hour meters, fewer cars would travel through the streets to get there. Has this been analysed? If not, this is further evidence that this is a tax-raising effort and not a congestion-reducing effort.</p> <p>5. The sharp rise in parking charges may have a negative impact on the cultural life of the City -- especially for those who regularly attend concerts at the Holywell Music Room or visit the University Museums. Note that some of these users live in Oxford but not in places with convenient bus links -- and it would make no sense for these users to travel out to the P&R sites only to come back in again.</p> <p>6. Part of the rationale is "to account for increasing costs". We would challenge that rationale: there are ways to reduce</p>

	<p>costs of delivering parking charges with better technology and increased automation -- these should be pursued before passing on more costs to taxpayers.</p> <p><u>Charging Hours</u> – Object – The Council proposes to standardise charges across the zones to reduce confusion, but provides no evidence that drivers are in fact confused. The consequence of this so-called standardisation is a very steep increase in charges in less-used streets. This has no benefit to visitors or residents other than raising money for the Council.</p> <p>If the Council wishes to reduce confusion, perhaps it would be better to focus on the user interface, and reliability, of the pay and display meters. In the last week we have had to help half a dozen visitors to Oxford who were completely confused by the terrible user interface design on these meters. That is real confusion; pricing which varies between streets is not confusion.</p>
(12) Local Group/Organisation, (Oxford)	<p><u>Increased Charging</u> – Object – <i>No comment</i></p> <p><u>Charging Hours</u> – Object – <i>No comment</i></p>
(13) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Object – The prices are already expensive. I only come town when I need to do something e.g. bank if I stay few hours that is my lunch money.</p> <p><u>Charging Hours</u> – Object – <i>No comment</i></p>
(14) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Object – Elderly people, those who are not able to walk any distances, and families with young children need to be able to park close to the church.</p> <p>I ask you to make an exception for churches and allow all the churches in the city to run a permit scheme, as do other cities and boroughs. Otherwise you are discouraging church going through taxing those who attend.</p> <p><u>Charging Hours</u> – Neither – <i>No comment</i></p>

(15) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Object – on the following grounds:</p> <ul style="list-style-type: none"> • The proposed costs for parking are prohibitive and are a significant increase on what many motorists perceive to be already high charges • This will have the effect of reducing footfall to an already endangered high street and have a direct impact on struggling businesses; the latest casualty being Fopp which will further exacerbate the struggling Gloucester Green area • Removal of free parking after 1 pm on Saturdays and free parking on Sundays will affect footfall on local businesses and nearby museums on important trading days • Removal of free parking after 6:30pm will reduce customers to already struggling restaurants and evening entertainment venues • The proposals threatens the dwindling supply of free parking • People who rely on services in town will be put off from accessing shops and services when personal resources are already severely stretched • Those on lower incomes face discrimination by disproportionately higher charges vs income or by removal of free parking times, reducing ability to access local shops and services <p>The parking in the aforementioned area is approximately one mile out from the centre in which is hardly a congested area. I have parked in this area many times and it is not an area where residents struggle to find spaces, there are always parking spaces available at all times during the day, any day of the week. Local residents are either students without cars or adequate residential parking is provided on driveways.</p> <p>MPs are quick enough to condemn the very real 'death of the high street', yet this sentiment is undermined by overly burdensome council proposals. Both the consumer and local businesses loose out by higher charges. Long term, this will have the effect of reducing council revenues.</p> <p>As a council tax paying Oxford resident, I can attest the proposals will have a negative effect on my family and our use and support of local services. The council will be no richer in revenue as travel into town will be restricted, but it will have detrimental effects on local businesses.</p> <p><u>Charging Hours</u> – Object – (As above)</p>
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(16) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Object – Parking prices are already high enough and it isn't clear what the council spends the money on. You will drive people to use the Westgate Car Park which is more reasonable.</p> <p><u>Charging Hours</u> – Support – <i>No comment</i></p>
(17) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Object – The so-called Oxford Transport Strategy has already caused widespread damage to shops and businesses within the city. It has done nothing to reduce the traffic going through. Now, though, it doesn't stop to use the facilities. Many tourists come by car, as well, and these outrageous charges are having the same effect. The council complains that its revenue from parking has reduced. It doesn't take a genius to work out why. Take a look at Witney. It's a lovely place to visit, with many individual and interesting shops. Could parking charges have something to do with this?</p> <p><u>Charging Hours</u> – Support – Standardisation of hours makes life less complicated.</p>
(18) Local Resident, (Oxford)	<p>Concerns - Naturally the council wishes to raise more revenue in order cover high maintenance costs such as repairing some of the road surfaces in Oxford city. However, this heavy-handed approach is not suitable for the vast majority of residents and will only deter visitors to our great city.</p> <p>Some proposed charges are quite out of keeping with those charged in other towns nearby, notably in Stratford upon Avon which I visit regularly, where evening charges are £2 for the period until 8am the following day. Similarly, charging so much on a Sunday morning would appear to select against those in our community who choose to use churches in Oxford for their weekly religious worship; special provision should be made for these and people of other faiths to allow free or reduced fee parking for a couple of relevant hours each week: special permits to accommodate them would surely be possible.</p> <p>Our elected representatives must not allow fiscal practicality to overcome compassion when considering fund raising to improve cash flow for the city. Please think again about this matter. We do depend on you for sensible and sensitive maintenance of the good name and well-being of Oxford City.</p>
(19) Local Resident, (Oxford)	<p><u>Increased Charging</u> – Support – <i>No comment</i></p>

	<u>Charging Hours</u> – Support – <i>No comment</i>
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Division(s): Cowley

CABINET MEMBER FOR ENVIRONMENT – 28 MARCH 2019

OXFORD, BARRACKS LANE - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve modified proposals for waiting restrictions in Barracks Lane, Oxford as an interim measure pending a Controlled Parking Zone in this area that is planned to be progressed at a later date subject to further consultation.

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 a modified proposal to introduce additional waiting restrictions at Barracks Lane following consideration of the responses to a consultation in the latter part of 2018, which was reported to the Cabinet Member for Environment at her delegated decisions meeting on 14 February 2019.

Background

4. The original proposal as shown at Annex 1 had 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 out in the latter part of 2018 with parking surveys having recently been completed as part of this process although they are awaiting analysis. A report on that consultation is now due to be considered at the Cabinet Member for Environment delegated decisions meeting on 25 April 2019. 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 original proposal was carried out between 6 December 2018 and 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 with copies of the full responses 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 was predominantly not supportive of the proposals, officers recommended in their report considered at the 14 February meeting deferring a decision on the proposals to enable the parking issues in the area to be considered and addressed comprehensively as part of a CPZ.
12. County Councillor John Sanders, the local member, was unable to attend the meeting on 14 February and noting his concerns expressed in advance of this

meeting that measures here were needed urgently, the Cabinet Member for Environment agreed to consider a potential compromise scheme.

13. After considering possible options, officers have suggested a possible interim compromise scheme as shown at Annex 3. This retains most of the proposals as consulted on but omits on the south side of the Barracks Lane a length of 65 metres kerb space as unrestricted parking (previously proposed for no waiting at any time restrictions) to cater for the parking demand from residents of Hollow Way who do not have alternative parking provision. That is on the understanding that this will be reviewed again when the proposed CPZ is progressed.

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 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

March 2019



<p>Notes</p> <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>OXFORD Direct Services</p>																
<p>Client</p>																
<p>Project</p> <p>Oxford:Barracks Lane Miscellaneous Waiting Prohibitions 2018</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 the 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 to provide parking, or safe enough. 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 larger 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 are the 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 any or no impact at all. If people cannot park in Hollow Way, so where is it proposed, hard-working people, those with young families and those that are disabled going to 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 in the area. 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 to find a different mode of transport.</p> <p>The proposed restrictions will punish local residents and do nothing to ease congestion.</p>

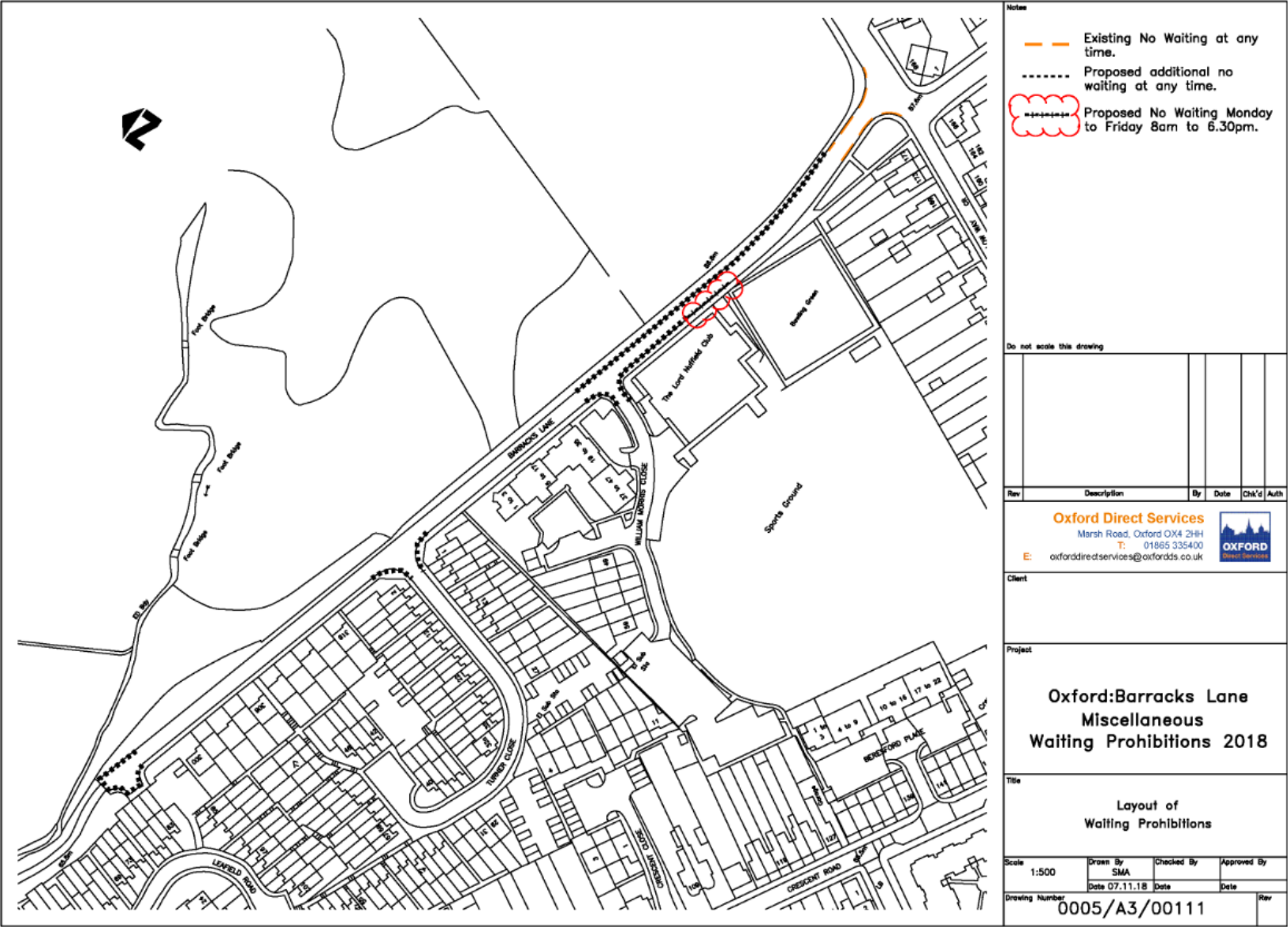
	<u>Single Yellow Lines</u> - Object – <i>As above</i>
(8) Local Resident, (Kirtlington)	<p><u>Double Yellow Lines</u> - Object - Our son, daughter-in-law and grandchild (soon to be two grandchildren) live on Hollow Way. We visit regularly, in particular for babysitting, and invariably park in Barracks 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 Barrack's Lane on 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. On evenings and weekends, this is approximately the norm.</p> <p>For the absolute vast majority of the time, Barrack's Lane is utterly traffic free. It's rarity 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. And 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 be blocked from parking during the weekdays when we need to leave the second car nearby.</p>

CMDE5

	<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 Rd 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 is 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 builder 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 moments 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 that 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>



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Division(s): North Hinksey

CABINET MEMBER FOR ENVIRONMENT – 28 MARCH 2019

CUMNOR HILL - PROPOSED EXTENSION OF 30MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve an extension of the 30mph speed limit on Cumnor Hill but to a point approximately 30m to the south west of the point 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 extend the 30mph speed limit on Cumnor Hill south westwards (in place of the current 40mph speed limit) as a result of the development of adjacent land.

Background

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

Consultation

5. Formal consultation on the proposal was carried out between 7 February and 8 March 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, the Vale of the White Horse District Council, Cumnor Parish Council and the local County Councillor.
6. Two responses were received. One objection and one in support, albeit with some concerns/comments. 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

7. Thames Valley Police objected to the proposal on the grounds that no measures - other than the proposed speed limit signs – were proposed to encourage compliance with the proposed speed limit reduction, noting also that a significant amount of development on Cumnor Hill had been approved without any change to the speed limit.
8. The local member while expressing support for the proposal, requested that it be extended by approximately 30 metres to the south west.
9. The response of the police is noted and, while accepting that the proposals do not include any supporting measures to encourage compliance with the speed limit change, it should also be noted that the existing level of road side development along Cumnor Hill would – applying national guidance on setting local speed limits – qualify for a 30mph limit on those grounds, and that the modest extension to the proposal as advertised (and as also shown at Annex 1) suggested by the local member would appear reasonable in this context.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

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

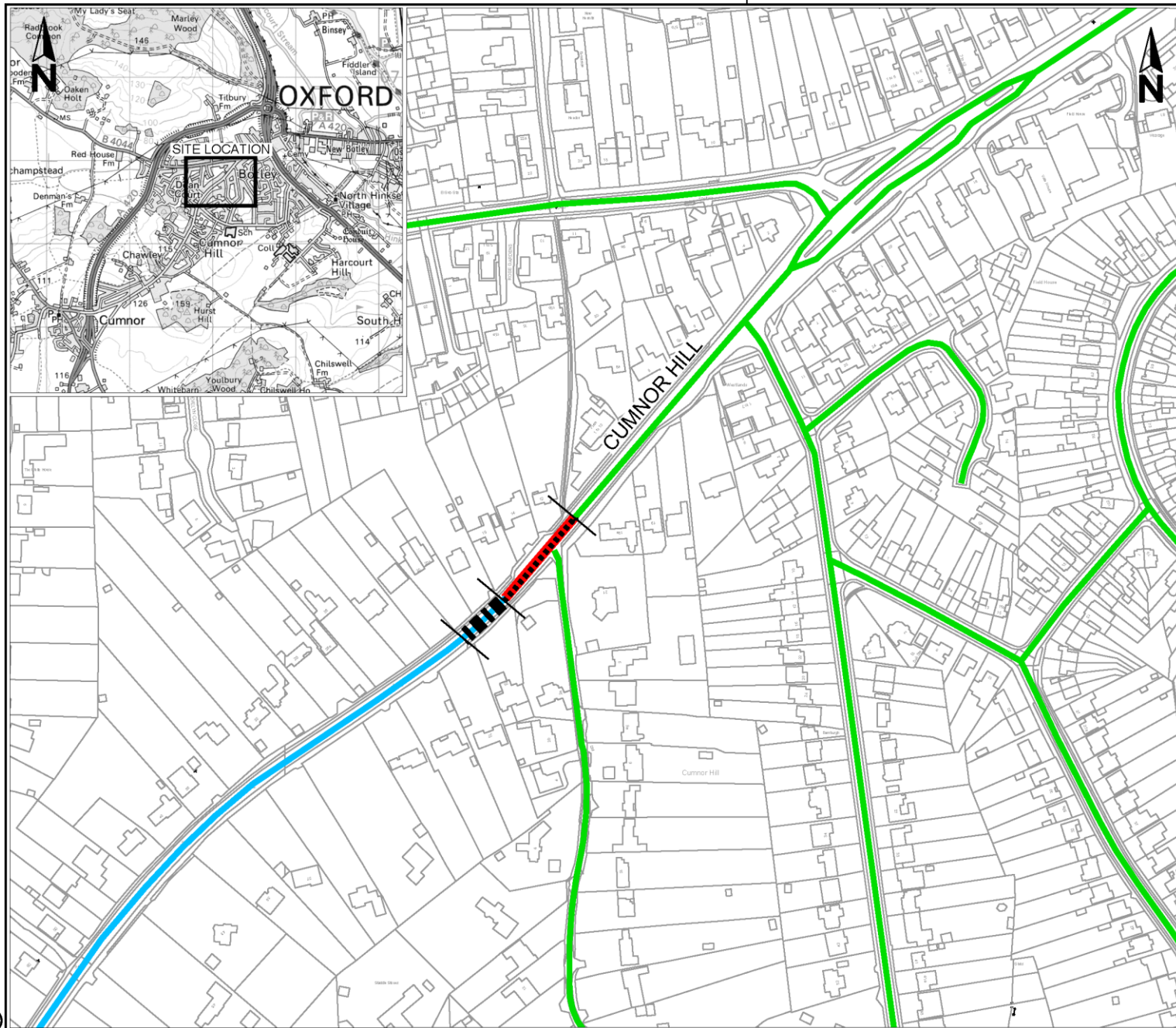
OWEN JENKINS

Director of Community Operations

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2019



Drawing No.		Revision	
		0	
Key			
		Proposed 30mph Speed Limit in place of existing 40mph (approx. 55 metres)	
		Existing 30mph Speed Limit (to remain)	
		Existing 40mph Speed Limit (to remain)	
		Additional length of proposed 30mph speed limit	
<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078895</p>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p>			
<p>Project title</p> <p>PROPOSED 30 MPH SPEED LIMIT EXTENSION</p>			
<p>Drawing title</p> <p>CUMNOR HILL</p>			
<p>Drawing Status</p>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	08/18		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object - Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored, then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore, speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>Over a number of years Cumnor Hill has seen considerable development all of which have been accommodated within the existing 40 mph speed limit. Therefore, I cannot see any justification within the documents that this location is any different.</p>
(2) Local County Councillor, (North Hinksey Division)	<p>Support with qualifications - I was the District councillor that got the developers to include this in the 106 agreement, but the purpose of this change will not work if it only goes to between 16 and 18 Cumnor Hill. Although it is not very obvious from Google street view, the slight kink in the road is actually a blind corner. This application takes away the lay by that helped 16 Cumnor Hill egress from their drive safely and there are now new exits from 2 Cumnor Rise Road near where school children cross from the pedestrian path. Cumnor Hill is quite steep and long and at this point motorists that have slowed to 30 mph are frequently overtaken by cyclists. For all these reasons, the 30mph restriction should move as far as possible up this section preferably as far as 22/20 Cumnor hill so that all road users are given time to slow down. This will be even more important if the Eynsham Road Cumnor Hill junction has traffic lights added as part of the Botley Corridor project.</p>

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Division(s): Thame and Chinnor

CABINET MEMBER FOR ENVIRONMENT – 28 MARCH 2019

SYDENHAM ROAD, SYDENHAM - PROPOSED TRAFFIC CALMING BUILD-OUT

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a traffic calming build-out on the Sydenham Road, Sydenham as advertised.

Executive summary

2. The provision of traffic calming measures is 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. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce a traffic calming build-out on the Sydenham Road.

Background

4. The above proposal as shown at Annexes 1-3 has been put forward by the Parish Council.

Consultation

5. Formal consultation on the proposal was carried out between 15 January and 15 February 2019. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Sydenham Parish Council and the local County Councillor.
6. Seven responses were received. One objection, 5 in support and one neither objecting nor supporting. The responses are recorded 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 had no comment to make regarding the proposal.
8. One objection was received from a member of the public claiming the proposed traffic calming build-out was in the wrong location and suggesting several better locations at the north eastern end of Sydenham Road (between Slade Farm and the Inn at Emmington) where many pedestrians walk along the road and there are lots of residential driveways. The objector also states that a build-out will only be effective if there is opposing traffic and suggests implementing full width road humps instead.
9. Five expressions of support were received from members of the public on traffic safety grounds, noting the current situation at this point in the village was hazardous due to the speed & volume of traffic and children having to walk along the road to catch the school bus or visit the nearby playground.
10. Following a Sydenham village meeting in October 2016 Oxfordshire County Council Highways installed a temporary build-out at the site of the proposed build-out to test its effectiveness. Speed surveys carried out before and after installation of the temporary feature demonstrated that it would be effective in slowing traffic down.
11. Sydenham Parish Council undertook a survey in 2018 via survey monkey to ask the view of the village on the proposed build-out. The question put was *“should the Parish Council spend money on a permanent build-out in the same location as the temporary build-out”*. There were 61 responses with 53 in favour.
12. The Parish Council are aware of similar speeding issues at the Emmington end of Sydenham Road with two permanent vehicle activated signs installed at this location several years ago. The Parish Council have said that following successful delivery of this proposed build-out they will start to pursue further build-outs at the Emmington end of the village. Road humps are not an option in Sydenham because there is no street lighting.

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 Sydenham Parish Council and County Council Councillor Juliette Matelot's Priority Fund.

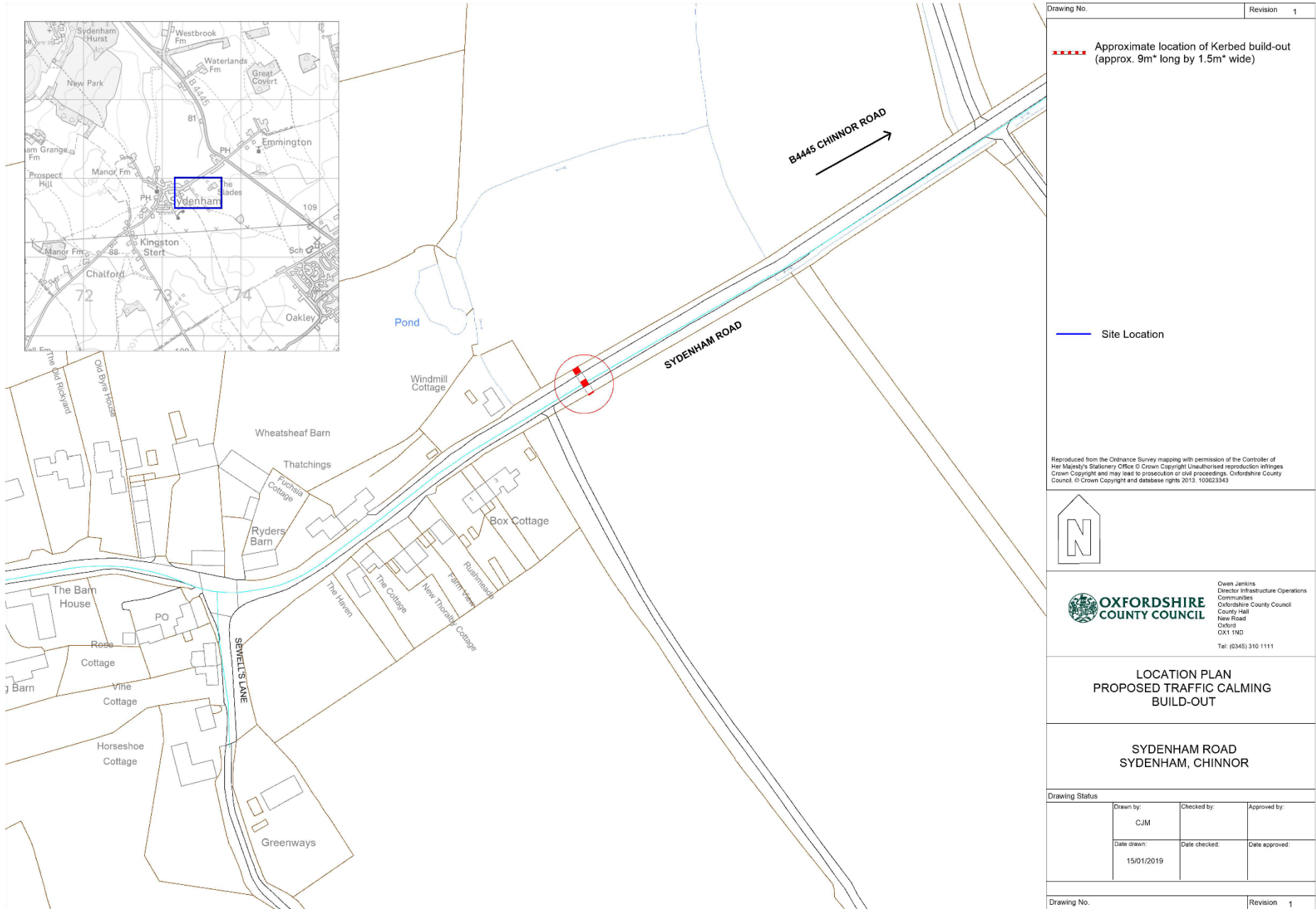
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plans of the proposed traffic calming build-out
Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2019



CMDE7

Existing wooden gate.

1.6m 'SLOW' marking.

Existing sign post &
30mph repeater signs
to be removed to tip.Build-out with tarmac finish.
SSP kerbs with 300mm
quadrants, 75mm face.

Sign 3.

100mm continuous edge lines.

**Windmill
Cottage**1 x KEEP RIGHT TMP Evo-N
retro-reflective self-righting
bollard with NAL retention
socket option, colour black..

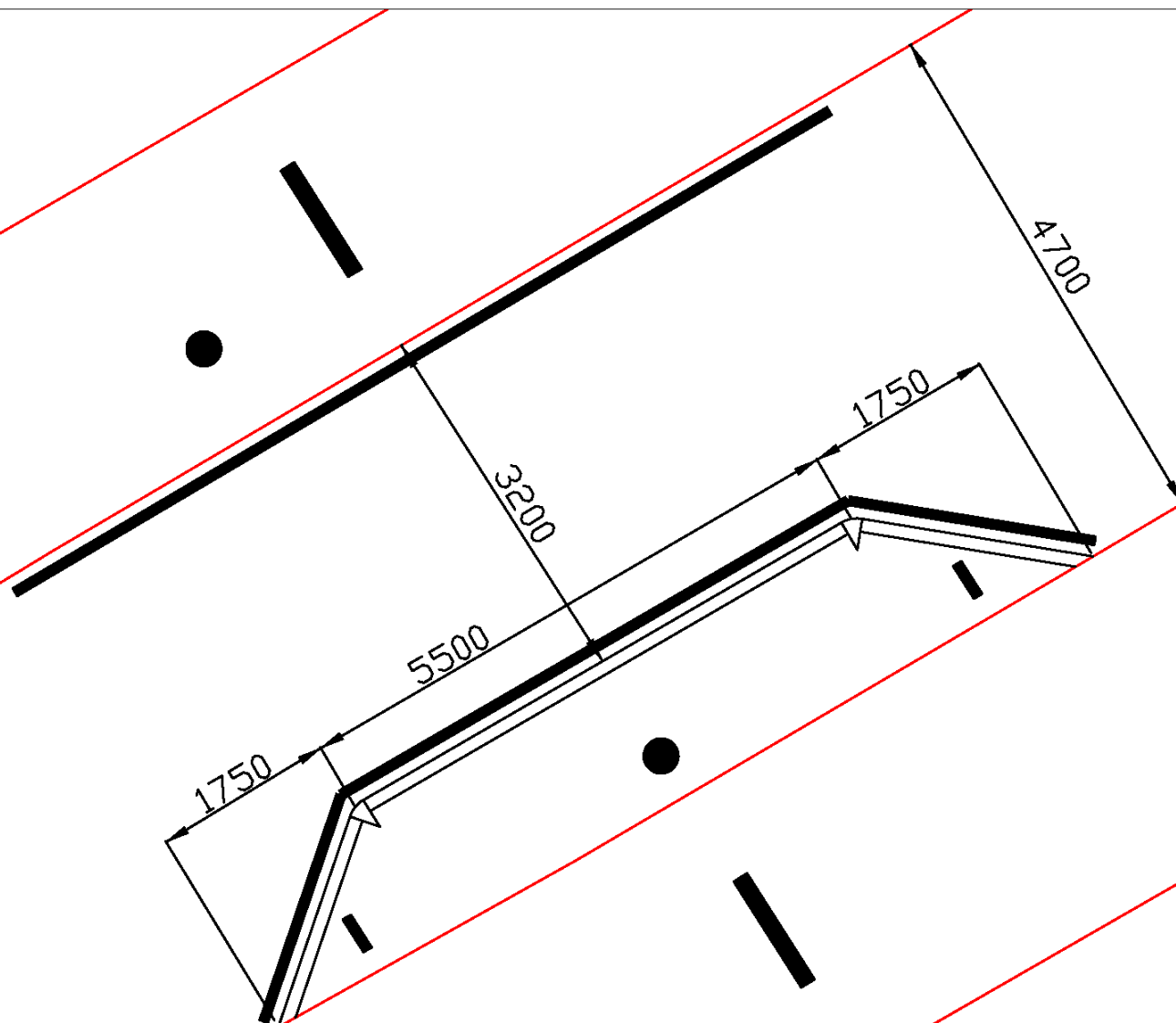
Sign 2.

18m

Field access

Existing wooden gate.
'Please drive slowly'
sign to be cleaned.1 x KEEP LEFT TMP Evo-N
retro-reflective self-righting
bollard with NAL retention
socket option, colour black..Sign 1 - to be
mounted on rear of
existing 'Playground'
sign.**3**

CMDE7



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – <i>No comments.</i>
(2) Local Resident, (Sydenham)	<p>Object – In my opinion this proposal of the Traffic Calming Feature is in the wrong location. The majority of the speeding is between this proposed site and the junction at the Inn at Emmington in both directions. This is where the majority of the pedestrians walk up and down the road. Also lots of driveways where cars are backing out onto the road which means with speeding cars there is a greater chance of a road traffic accident or someone getting knocked down and killed.</p> <p>The proposed location serves no point as the speeders either start at this point or have already speeded along Park View. Why put a traffic calming measure at the end of a straight?</p> <p>I would suggest another survey of the average speed along Park View and then reconsider a number of better locations like between Slade Farm and Park Villa House or between the Inn at Emmington and Park View. Break up the long stretch of straight road so speeders can't build up their speed along the populated part of the road.</p> <p>A kerbed build out only is effective if there is oncoming or waiting traffic at the point and only in one direction. This doesn't stop speeding at night or quiet times where speeders are more likely to speed. A better method would be speed humps at full width of the road in a number of locations between your proposed and the junction at the Inn at Emmington.</p> <p>If the proposed location goes ahead for the kerb build out then it will be a waste of money as it won't solve the issue as speeding will continue along Park View.</p>
(3) Local Resident, (Sydenham)	Support – The section of road where the proposed scheme is situated could undoubtedly benefit from traffic calming measures. The road at this point is narrow, approaches a blind bend and runs past a children's playground. I am therefore in favour of the scheme.

	<p>My only concern is that drivers may consider this the entry/exit point to the village - indeed, your own consultation letter of the 15th January describes it as such. This location does NOT however mark the entry/exit to the village or the point at which the speed limit changes. By introducing traffic calming measures at this point, you may actually (albeit inadvertently) increase the average speed of traffic heading eastwards along the straight section of road towards the B4445 Chinnor Road, with drivers being tempted to speed up, under the impression that they have left the village. This section of road is still a 30mph limit and is already plagued by speeding traffic. I would therefore suggest that the Council considers further traffic calming measures towards the junction with the B4445 and/or implements a much-reduced speed limit (20mph) through the entire village.</p>
(4) Local Resident, (Sydenham)	<p>Support – We live on this road, just up from the proposed traffic calming feature and we support this very strongly.</p> <p>Ever since we have lived here (nearly 6 years), we have seen traffic approaching from both sides, but particularly from the Emmington end at inappropriate and dangerous speeds, often in excess of the 30 mile per hour speed limit. Anecdotally, we have also seen and heard several accidents outside our house as a result of people going too fast.</p> <p>There is no pavement on the stretch of the road outside our house and we have to walk up this road with our children to get into the village and we consider car speed to be a hazard here. Our eldest child is about to go to secondary school and she will have to walk up this road to catch her school bus, so we would welcome this measure as a way of slowing drivers down.</p> <p>In our view, this traffic calming measure is absolutely essential for both driver and pedestrian safety on this stretch of road.</p>
(5) Local Resident, (Sydenham)	<p>Support – I support the proposed traffic calming measure 100%. I live very close to the proposed location. In the 6 years that I have lived here the volume of traffic has increased and I encounter cars speeding through Sydenham on a daily basis. I work from home and it is noticeable throughout the day, but particularly at rush hour in the morning and evening. I have young children walking up to the nearby playground, and walk every day with my dogs, and the speed of which a numbers of cars go through the village, particularly from the centre out to the Emmington end is very worrying. The traffic calming measure is absolutely essential and fully support it.</p>

(6) Local Resident, (Sydenham)	<p>Support – Living right next to the proposed position, I feel it would significantly help in reducing the speed at which cars pass our home. I do not feel the current speed limit is being obeyed, and cars often drive past at frightening speeds. I am worried for the safety of my daughter and pets.</p> <p>The road is becoming busier and busier now that Chinnor has expanded so rapidly in the last few years, causing commuters from Thame to use our village as a short cut to the motorway.</p> <p>Anything that would deter drivers from using this shortcut, by slowing them down and causing congestion would really help.</p> <p>Having helped the parish council man the speed camera, several vehicles were travelling over 40 mph, and this wasn't during rush hour, when they travel even faster.</p>
(7) Local Resident, (Sydenham)	<p>Support – I live very near the proposed site with a young child. This traffic calming measure is desperately needed and the sooner the better. The speed at which the cars, delivery and trade vans go past our entrance from Emmington end of the village, towards the play park is terrifying.</p>

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CABINET MEMBER FOR ENVIRONMENT – 28 MARCH 2019

CHOLSEY – WALLINGFORD ROAD – PROPOSED TRAFFIC CALMING MEASURES

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of the traffic calming measures comprising four pairs of speed cushions on the Wallingford Road at Cholsey as advertised.

Executive summary

2. The provision of traffic calming measures is 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. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce four pairs of speed cushions on the Wallingford Road at Cholsey. The proposed speed cushions would be 1.6m wide, 75mm high and 3.7m long, and comply with national guidance as 'bus friendly' traffic calming measures.

Background

4. The above proposal as shown at Annex 1 has been put forward as a result of the development of land adjacent to the Wallingford Road at Cholsey.

Consultation

5. Formal consultation on the proposal was carried out between 15 January and 15 February 2019. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Cholsey Parish Council and the local County Councillor. Notices were also placed on site and letters sent to properties adjacent to the proposals.
6. Ten responses were received. 6 objections, 3 in support (albeit one with some concerns) and one not objecting. 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

7. Thames Valley Police expressed no objection to the proposals.
8. Objections were received from six members of the public, all residents of properties adjacent to the proposals. The grounds for the objections included strong concerns over noise and vibration as vehicles traverse the speed cushions, with several respondents noting the potential disruption to sleep for those with bedrooms facing the road, noting also that traffic levels increased quite early in the morning. Strong concerns were also expressed over increased engine emissions as vehicles slowed for the cushions and then accelerated after passing them, resulting in higher levels of pollutants harmful to health and the wider environment. Additionally, concerns were expressed over the difficulties the proposed cushions might cause for vehicles turning into and from driveways close to the cushions and the consequent increase in accident risk. Other concerns cited were that vehicles might choose to travel in the centre of the road to avoid the cushions and parts of the road were susceptible to flooding and that there could be a hazard to road users in these conditions due to the flood water obscuring the cushions. Alternative traffic calming measures were suggested that were considered preferable, including speed cameras, a 40mph speed limit before the village, 30mph limit, a mini roundabout and build-outs/chicanes.
9. In response to the above concerns it should be stressed that the proposals comprise 'bus friendly' speed cushions which will allow vehicles to travel along the road within the speed limit without adjusting their speeds, resulting, therefore, in no increase in vehicle emissions, and – from experience of similar schemes elsewhere - including nearby on the Wantage Road at Wallingford and The Street at Crowmarsh - minimal if any change in noise. Similarly, these nearby schemes – which have been in place since 2010 – do not appear to have resulted in any problems relating to the above concerns. While the cited issue of flooding is likely to be specific to this proposal, should flood water be high enough to cover the cushions, vehicles would very likely be travelling at such low speeds that this concern is unlikely to result in any material hazard.
10. The suggestions for alternative calming measures are noted. However, these would require detailed assessment and funding and it is doubtful if they could realistically be promoted, noting also that speed cameras – one of the alternative measures being suggested – are a matter for the police.
11. The three expressions of support are noted. In respect of the response requesting additional or stronger measures, it is accepted that a corollary of the proposed use of 'bus friendly' speed cushions is that the level of speed control afforded by the scheme will be comparatively modest, but it is not considered viable to introduce further measures in the context of the current funding available.

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 developers of land adjacent to the Wallingford Road at Cholsey.

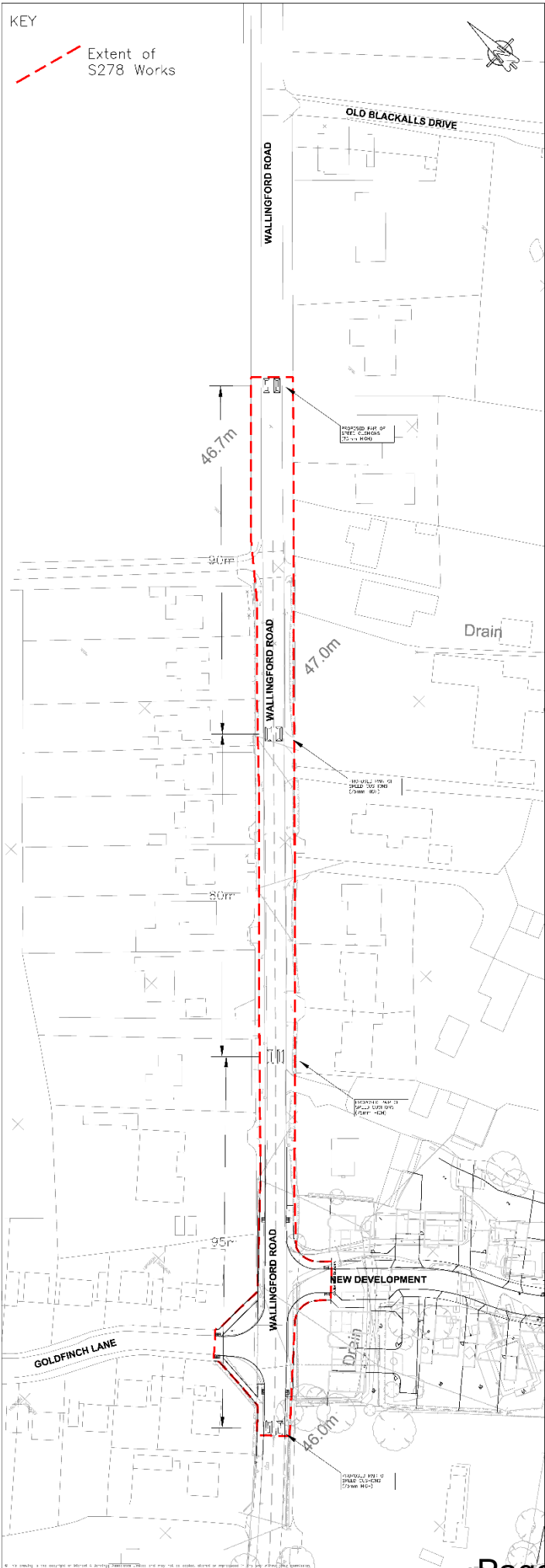
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming measures
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2019



FOR APPROVAL

REV. NO.	DATE	DESCRIPTION	INITIALS
B	14.11.18	Extent of cushions amended to match street lighting extent	JS
A	05.11.18	Traffic calming moved to existing street lighting locations	JS
Client	Bellway		
Project	Yew Tree Gardens Cholsey		
Site	S278 Traffic Calming		
Scale	1:500	Sheet	A1
Checker	AMc	Drawn	JS
Code	Qc. 1B	Drawing No.	5758:609
Rev			B

Note:
Exact location of cushions and extents of saw cuts/surfacing to be agreed on site.

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – <i>No comment.</i>
(2) Local Resident, (Cholsey)	<p>Object –I have no objection to sensible traffic calming measures in Wallingford Road, however I strongly object to the current proposal on the following grounds:</p> <p>1. Noise pollution: I am extremely concerned that a speed cushion proposed in front of our house will significantly increase in noise pollution and vibrations that will directly affect our sleep and quality of life. The Wallingford Road is busy at all times of day and night. People commuting to work by car are leaving the village from as early as 4:30 - 5am.</p> <p>2. Increase in harmful emissions and air pollution: Research has shown that traffic calming measures of this kind can locally increase emissions from vehicles as they slow, brake and then accelerate navigating through the speed calming measures. This will also directly impact on the government objective to combat “Climate Change” by reducing CO2 emissions which I believe Oxfordshire County Council fully supports. Furthermore, the development which this measure is being introduced to serve will also be impacted, as the houses that have frontages to the Wallingford Road have smaller front gardens which will place them and the occupants closer to the speed cushions and potential deadly health hazards.</p> <p>To be fair SODC planning did originally reject the planning applications with road safety as one of the grounds for rejection...so clearly it is the Planning Inspectors that are culpable and should be held accountable for such poor foresight and personally responsible for manslaughter if someone loses their life as a result of such an oversight.</p> <p>A more acceptable solution would be the introduction of a mini roundabout at the junction between Goldfinch Lane. Wallingford Road and the exit point to new the development at East End Farm, and will prove an even bigger advantage when the future extension to this development receives planning permission</p>
(3) Local Resident, (Cholsey)	<p>Object –the speed cushions are very close to our property. The plan states that the exact positioning of the cushions will be agreed on site, which could result in them being even closer to the entrance/driveway of our property. Our driveway is extremely difficult and tight to manoeuvre in and out of, so we have to reverse in to enable us to drive out safely. The obstruction of a speed cushion would make it extremely difficult to carry out our reverse manoeuvres safely and swiftly.</p>

	<p>We are also worried about the noise and air pollution and vibrations due to the speed cushions. Our children's bedrooms are at the front of the house and there will be an obvious increase in these levels as vehicles negotiate the cushions which will result in interrupted sleep patterns and mean we cannot sleep with the windows open in the Summer months. One member of our household is diagnosed with asthma and any increase in air pollution is a huge concern.</p> <p>We are also concerned about a back-up of traffic stopping across our driveway due to vehicles either stopping or queuing to drive through the traffic calming, which will result in us not being able to enter or exit our property. Another concern is that slowing traffic could result in an accident with vehicles speeding out of the village. In our opinion some form of traffic calming needs to be further back towards the village, ideally before the bend on the Wallingford Road (unfortunately the plan does not show the bend - it shows the Wallingford Road as a straight road, which is not the case). Also, the planned traffic calming will not slow down motorbikes as they will be able to ride through the middle of the cushions, and also the road is prone to flooding – if motorists cannot see the cushions, accidents are bound to happen,</p> <p>We feel that the easiest way to reduce speed is by putting either a speed camera up or put a mini roundabout at the exit of Goldfinch Lane and Yew Tree Gardens or perhaps Rothwells Close. We are sure that motorists would take more notice of a speed camera or roundabout than speed cushions.</p>
(4) Local Resident, (Cholsey)	<p>Object – I am not in favour of the proposed speed cushions as I find that even when driving below the speed limit they produce an uncomfortable jolt which hurts my back. I'd prefer a speed camera- which would also provide revenue.</p>
(5) Local Resident, (Cholsey)	<p>Object – We have lived at on Wallingford Road for about 12 years and not seen or heard of accidents due to speed in the 30mph speed limits area. There have been some accidents but not speed related. The main problem is merging traffic from drives and parked cars, Cars with long bonnets are forced to creep out into the road are not seen by traffic on the main road especially at night, high fences and hedges reducing the line of sight. We have reduced the thickness and height of our hedge, but the telegraph pole creates a blind spot for us and our neighbour. In a recent speed and traffic survey conducted by the developer shows that the speed is not a major problem around Goldfinch Lane. The increases noise vibration pollution increased risk of accidents damage to cars and property are unacceptable for those who live in the traffic calming areas. The location of the 1st speed hump north of Goldfinch Lane is on a bus stop, and would prevent 4 houses backing into their drives. In Wallingford the speed humps are ignored by lorries, vans, 4x4 s, farm tractors, trailers and motor cycles. The same will happen here. I feel a better way to control speed would be to install a speed camera reducing noise pollution, vibration and congestion. No answer is perfect, but some consideration should be given to our quality of life.</p>

(6) Local Resident, (Cholsey)	Object – As a resident of Goldfinch Lane it has been a challenge getting out of our road safety before the new development and now it will be a lot worse. I feel that the speed cushions are not the answer. Drivers can avoid these as they can drive over them comfortably. I therefore suggest that the method used on the Reading to Wallingford road past the Cholsey Meadows would be a better option.
(7) Local Resident, (Cholsey)	Object – We would always welcome any deterrent to speeding but we are not convinced that speed cushions are an adequate means to provide such a deterrent. In most instances and particularly where there is only light traffic such as is usually found on Wallingford Road, drivers are able to alter course so as to straddle the cushions and, if speeding, without reducing speed because the track of many vehicles is wide enough for their wheels to pass over the edges of the cushions without hindrance. Cushions are thus, in our view, at best ineffective and at worst they can create potential danger as, if there is opposing traffic, drivers choosing to straddle them tend to move towards the centre of the road (i.e. Towards each other) as they approach the cushions, and this increases the potential for a collision. Cushions, we believe, are effective only if two vehicles approaching from opposite directions reach the vicinity of the cushions together and are thus unable to avoid them. We truly believe then that in many instances' cushions are a total waste of money. Our own observations clearly show, and traffic data you may have collected must surely corroborate, that vehicles entering Cholsey are much more prone to exceed the limit than those leaving and, moreover, do so for a considerable distance beyond the restriction signs. We believe this is partly due to the abrupt change in the speed limit which literally halves on the northern approach. For these reasons we would strongly urge you to consider either providing a 'buffer' area of 40mph speed limit prior to the 30mph area on the northern approach to Cholsey or installing full width 'road humps' which we believe would not be inordinately more expensive than cushions but would be far more effective in ensuring the speed limit is observed.
(8) Local Resident, (Cholsey)	Support (with concerns) – I am pleased that at last something is being done to slow down the traffic on the Wallingford Road as I risk my life every time I pull out of Old Blackalls Drive, however I do not think speed cushions will be enough, humps would be more appropriate. Or preferably a speed camera. I have complained about the speeding cars many times and it is only now when there are 67 new houses being built that the OCC has thought to slow down the traffic. I do hope that in addition there will be a zebra crossing from the new development on to the pavement by Goldfinch Lane for pedestrians coming from the new estate.
(9) Local Resident, (Cholsey)	Support – I am a resident on the Wallingford Road and welcome the Traffic Calming.
(10) Local Resident, (Cholsey)	Support – This is great news and won't come a moment too soon. Cars roar past on their way to Wallingford, or into Cholsey. It is a bit terrifying. Even the noise is upsetting.

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Division(s): Abingdon North, Sutton Courtenay and Marcham

CABINET MEMBER FOR ENVIRONMENT – 28 MARCH 2019

ABINGDON – DUNMORE ROAD PROPOSED TOUCAN CROSSING

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a toucan crossing (a signalised crossing for pedestrians and pedal cyclists) on Dunmore Road, Abingdon east of its junction with Parsons Mead as advertised.

Executive summary

2. The provision of pedestrian and cycle crossings is 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. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and the Oxfordshire County Council Walking Design and Cycling Design Standards.

Introduction

3. This report presents responses received to a statutory consultation to introduce a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) on Dunmore Road at Abingdon east of its junction with Parsons Mead.

Background

4. The above proposal as shown at Annex 1 and Annex 2 has been put forward because of the development of land adjacent to Dunmore Road at Abingdon.

Consultation

5. Formal consultation on the proposal was carried out between 23 January and 22 February 2019. Notices were placed in the Oxfordshire Herald series newspaper and in the vicinity of the proposed crossing and an email 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 local County Councillors.

6. Six responses were received. Three objections, one in support and responses from Thames Valley Police and the Vale of the White Horse District Council expressing no objection subject to the design of the crossing meeting appropriate standards. The responses are set out at Annex 3 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 proposals subject to the design of the crossing meeting current national standards and also taking account of the traffic speeds. I can confirm that is the case on both counts.
8. The Vale of the White Horse District Council response noted that the proposal should benefit the residents of the approved residential development north of Dunmore Road.
9. Three objections were received from members of the public on the grounds that the proposed crossing would result in an excessive number of pedestrian crossings on the Dunmore Road, thereby increasing congestion and delays for motorists and although not, in principle, against a crossing in the general vicinity of the proposal, the respondents judged this to be only acceptable if the existing toucan crossing east of the B4017 Wootton Road/Dunmore Road /Copenhagen Drive roundabout was to be removed. The parties objecting also raised concerns about wider issues not directly connected to the proposals including delays at the above roundabout, speeding traffic on Dunmore Road, use of Parsons Mead as a rat-run and wider concerns over the adequacy of the local road network taking account of development plans and proposals for the A34/A4183 Lodge Hill interchange.
10. While the above objections are noted it is not considered that the proposals will increase traffic congestion. Also the spacing of crossings on Dunmore Road, should the proposal be approved, will not be untypical of other comparable roads and, by facilitating the safe crossing of pedestrians and cyclists, should help encourage walking and cycling trips thereby in turn helping reduce demand for car travel and the associated delays and congestion arising from additional traffic.
11. In respect of the wider concerns raised over traffic pressures in the area, including the future impact of approved development, and the suggestions for measures to address these, while noted, they are not considered to be material to the case for approving the crossing as proposed.
12. The expression of support from the member of the public is noted.

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 of land adjacent to the proposal.

OWEN JENKINS



Director for Infrastructure Delivery

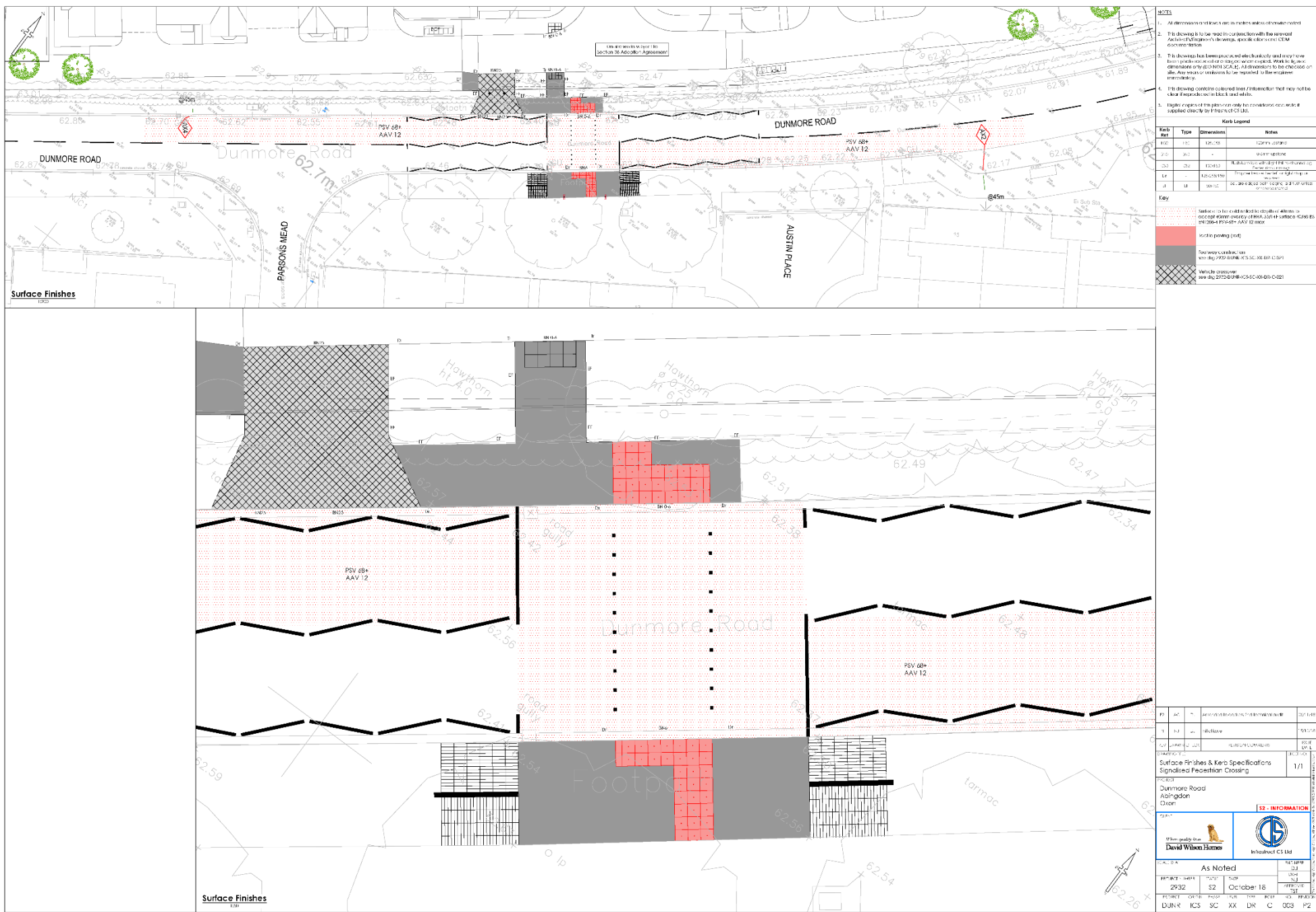
Background papers: Plan of proposed toucan crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2019



PI	NJ	DJ	Initial issue	15/10/18	
REV			DRAWN CHECK	REVISION COMMENTS	ISSUE DATE
DRAWING TITLE					SHEET NO.
Location Plan Signalised Pedestrian Crossing					1/1
PROJECT					
Dunmore Road, Abingdon, Oxon.					
CLIENT					
 <i>Where quality lives</i> David Wilson Homes			 Infrastruct CS Ltd		
SCALE @ A3			1:1250		DESIGN
PROJECT NUMBER			STATUS	DATE	DRAWN
2932			S4	October 18	NJ
PROJECT ORIGIN			PHASE	LEVEL	TYPE
DUNR ICS			SC	XX	DR
			ROLE	DATE	REVISION
			C	030	P1



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - In principle I have no objection providing the crossing meets current design requirements and that speed monitoring has taken place.
(2) Vale of White Horse	No objection – Land on the north side of this part of Dunsmore Road is allocated for housing development in the Vale of White Horse Local Plan 2031 Part 1, and it benefits from outline planning permission for up to 200 dwellings (application no. P17/V1336/O). A pedestrian crossing on Dunmore Road could benefit future residents this development and existing residents.
(3) Local Resident, (Abingdon)	Object – there are already 2 crossings either side of the proposed! Will one of these be removed? Or the plan is to have 3 crossings in a short space!?
(4) Local Resident, (Abingdon)	Object –I do not object in totality to a crossing nor to the rough location as it warrants good choice for links through to Northcourt road, primary schools, secondary schools and the college. However, there is the existing crossing located right next to the Wootton Road roundabout and then a further one next to Tilsley park. This seems an excessive number in a relatively short distance. It would seem sensible to locate the new crossing marginally closer to the Wootton Road roundabout and to remove the existing one positioned right next to it, which can lead to congestion. Additionally, if I am reading the plans correctly there is to be a vehicular crossing almost directly opposite the entrance to Parson's Mead which could lead to more congestion in peak times. Has it perhaps been considered to implement a mini roundabout linking Parsons Mead, Dunmore Road and this new Unclassified road? Or make it a closer/4-way intersection so that on the rare occasion traffic at peak times does stop 2 cars can benefit? Furthermore, I am aware that the full junction at Lodge Hill has been discussed lately but is this also part of this development or will this sneak in prior to that completing, causing yet more congestion at peak times. Has there been consideration in creating (Farm Road?) better access between Dunmore Road side by Tilsley Park and Oxford Road/ Northcourt Road whilst trying to ease congestion on Dunmore Road?
(5) Local Resident, (Abingdon)	Object – As a resident of Parsons mead, I have spoken to other residents here and we are all of the same opinion that- 1. The traffic is already very bad in rush hour and that having more houses and in turn more cars on Dunmore road will worsen this.

CMDE9

	<p>2. Parsons Mead is still being used as a rat run with cars speeding down and cutting through to Beverly close. I am only in favour of this crossing if you can tell us if-</p> <ol style="list-style-type: none"> 1.The Dunmore roundabout WILL be reinstated as a true 2 lane roundabout to handle the increase in traffic? 2.The current pedestrian crossing very close to the Dunmore roundabout will NOT also be there? 3.There will be NO access other than for emergency vehicles to the new housing estate on Dunmore rd opposite to Parsons mead as it is already very hard and dangerous for us to get out of Parsons mead onto Dunmore rd? 4.Dunmore road will become a 30mph zone OR a speed camera will be put in as many cars speed down this rd? <p>Why don't you move the speed camera on Wootton Rd and put it on Dunmore rd where it will actually be of use?</p>
(6) Local Resident, (Abingdon)	Support – Less likely to end up plastered on the road.

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Division(s): Charlbury and Wychwood

CABINET MEMBER FOR ENVIRONMENT – 28 MARCH 2019

ASCOTT UNDER WYCHWOOD AT EVENLODE BRIDGE - PROPOSED TRAFFIC CALMING GIVE WAY LAYOUT

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a give way requirement for traffic entering Ascott under Wychwood at the Evenlode bridge as advertised.

Executive summary

2. Provision of traffic calming measures is 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. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce a give way requirement for traffic entering Ascott under Wychwood at the Evenlode River bridge.

Background

4. The above proposal as shown at Annex 1 has been put forward by Ascott under Wychwood Parish Council, who have undertaken to fund the project subject to approval being given to proceed with the scheme.

Consultation

5. Formal consultation on the proposal was carried out between 17 January and 15 February 2019. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Ascott under Wychwood Parish Council and the local County Councillor.
6. Six responses were received. One objection, three in support and two neither objecting nor supporting. 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

7. Thames Valley Police and West Oxfordshire District Council expressed no objection to the proposal.
8. One objection was received from a member of the public on the grounds of loss of visual amenity in this attractive area resulting from road signs and markings and also expressing a view that there was adequate visibility and space for oncoming vehicles to wait to give way to each other.
9. Three expressions of support were received from members of the public on traffic safety grounds, noting the current situation was hazardous due to the speed of traffic and – in the summer months – the restriction of visibility due to vegetation growth. One of these responses also requested consideration of a weight limit.
10. While accepting that the area is attractive and signs and road markings will, to some extent, inevitably detract from the visual amenity of this location, the proposed scheme is judged to be proportionate bearing in mind the concerns of the parish council and the support also expressed by members of the public.
11. The request for a weight limit is noted but is beyond the scope of the current proposal.

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 Ascott under Wychwood Parish Council.

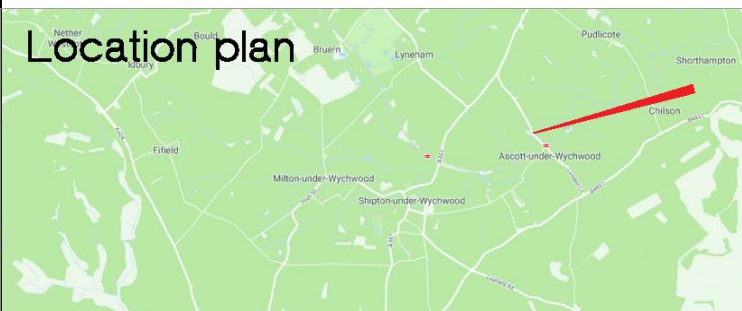
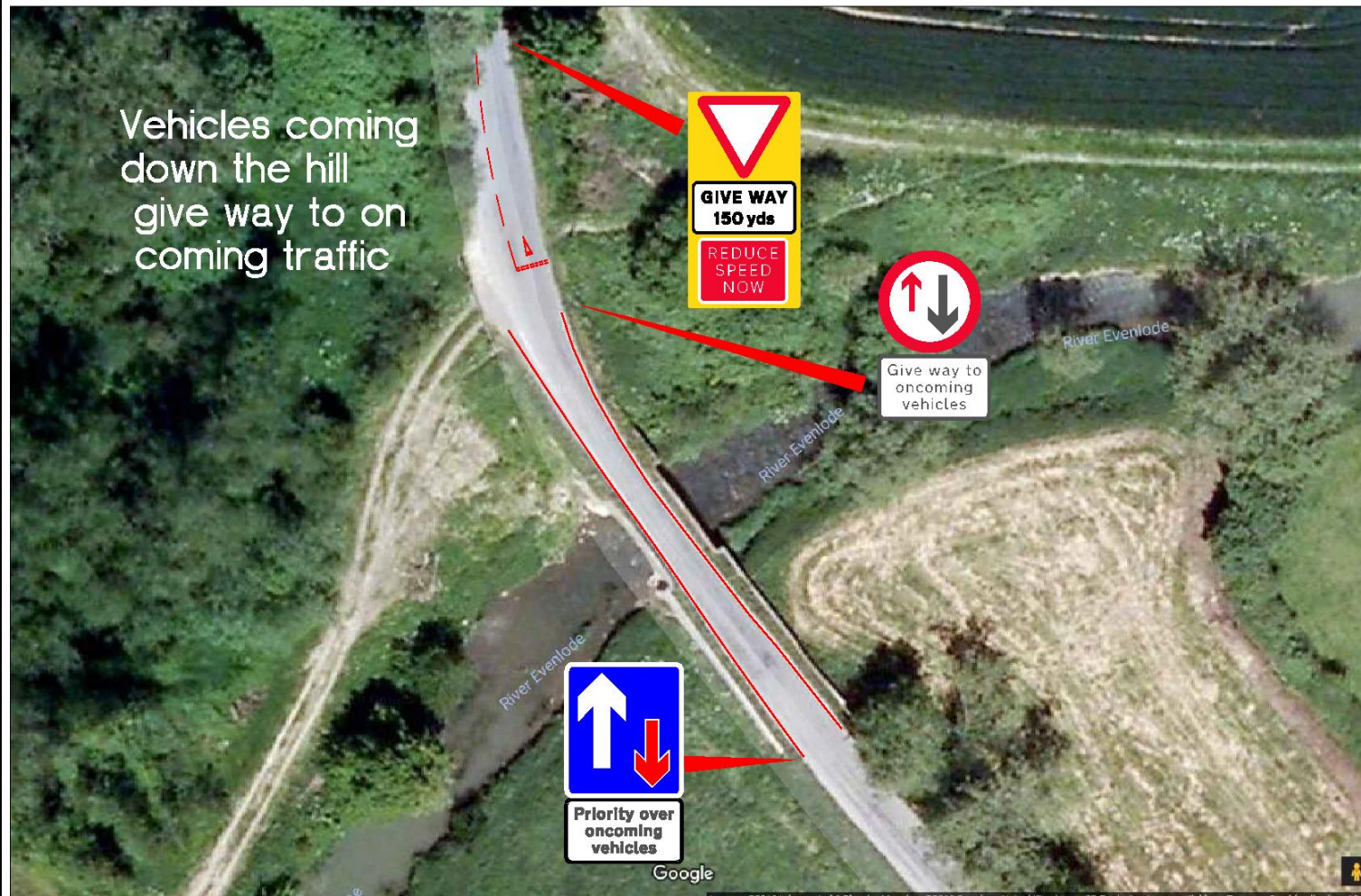
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed give way layout
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2019



Required Signing



Reference Ref:	1	Height:	500
Sign Ref:	W11	Sign Ref:	W11
Location Ref:	W11	Location Ref:	W11
Background:	White	Background:	White
Size:	600mm	Size:	600mm
Material:	Class B2 (L20001-001)	Material:	Class B2 (L20001-001)



Reference Ref:	1	Height:	500
Sign Ref:	W11	Sign Ref:	W11
Location Ref:	W11	Location Ref:	W11
Background:	Blue	Background:	Blue
Size:	600mm	Size:	600mm
Material:	Class B2 (L20001-001)	Material:	Class B2 (L20001-001)



Reference Ref:	1	Height:	600
Sign Ref:	W11	Sign Ref:	W11
Location Ref:	W11	Location Ref:	W11
Background:	Yellow	Background:	Yellow
Size:	1200mm	Size:	1200mm
Material:	Class B2 (L20001-001)	Material:	Class B2 (L20001-001)

Drawing No.		Revision 0													
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:</p> <p>CONSTRUCTION</p> <p>ENTER 'NONE' IF APPLICABLE</p> <p>MAINTENANCE/CLEANING</p> <p>ENTER 'NONE' IF APPLICABLE</p> <p>USE</p> <p>ENTER 'NONE' IF APPLICABLE</p> <p>DECOMMISSIONING/DEMOLITION</p> <p>ENTER 'NONE' IF APPLICABLE</p> <p>© Crown Copyright and Database rights 10023943 2017</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<p>Oxfordshire County Council</p> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>															
<p>Project title</p> <p>Ascott-under-Wychwood River bridge</p>															
<p>Drawing title</p> <p>Priority working consultation plan</p>															
<p>Drawing Status Consultation</p> <table border="1"> <thead> <tr> <th>Scale @ A3</th> <th>Drawn by</th> <th>Checked by</th> <th>Approved by</th> </tr> </thead> <tbody> <tr> <td>NTS</td> <td>GG</td> <td>JW</td> <td> </td> </tr> <tr> <td> </td> <td>Date drawn 09/18</td> <td>Date checked 09/18</td> <td>Date approved</td> </tr> </tbody> </table> <p>Oxfordshire Project No. & File Ref</p>				Scale @ A3	Drawn by	Checked by	Approved by	NTS	GG	JW			Date drawn 09/18	Date checked 09/18	Date approved
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I have visited the location and noted the site lines with ‘give way’ element in the priority arrangement, which are adequate although marginal in terms of which direction this should be in my view.</p> <p>Monitoring of this after placement should be considered in this context.</p>
(2) West Oxfordshire District Council	<p>No objection – Having reviewed the information provided WODC have no object to the proposals outlined.</p>
(3) Local Resident, (Ascott-under-Wychwood)	<p>Object – The proposed signs designed to create a traffic prioritisation system are unnecessary and unwanted. This is not a dangerous or busy road and is completely or comparatively free of accidents. This approach to Ascott-under-Wychwood where the road crosses the river Evenlode is especially attractive, providing a peaceful rural scene in every direction with low fencing, open pastures and grazing animals. It should be preserved in its present pleasing state and left uncluttered, and free of unsightly street furniture. Visibility in both directions is good in both directions and there is plenty of space for cars to pull over to allow others to pass.</p>
(4) Local Resident, (Ascott-under-Wychwood)	<p>Support – This is necessary and welcome as drivers routinely approach the bridge at speed in the downhill direction and visibility from the Ascott side of oncoming traffic is limited during the summer when the foliage has grown.</p> <p>The route is used as a rat run for crossing the valley. Making a clear statement of priority without adversely affecting the nature of the bridge and the view is a sensible compromise.</p>
(5) Local Resident, (Ascott-under-Wychwood)	<p>Support – This is currently very dangerous. There is no room for two vehicles and no indication as to who has right of way. People descend the hill at considerable speed. In addition, the road is so full of potholes and destroyed verges that cars have no option but to drive in the middle of the road.</p>

(6) Local Resident, (Ascott-under-Wychwood)	Support – Both my Husband and I would also support a weight restriction over the River Evenlode Bridge. All too often, Ascott under Wychwood is used as a cut through for large lorries and being primarily a single-track causes verges to be chewed up as well as excessive weight over the small bridge.
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