



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

***Thursday, 14 November 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 related reports attached. Decisions taken will become effective at the end of the working day on Friday 22 November 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

November 2019

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

*Note: Date of next meeting: 19 December 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: Various Locations: New and Amended Bus Lanes (Pages 1 - 14)

*Forward Plan Ref: 2019/137*

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

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

The report presents responses received to a statutory consultation to amend bus lanes orders in respect of lanes on the A40 at Barton Park, A420 Botley Road, A4144 at Folly Bridge and Norfolk Street and Speedwell Street by the Westgate Shopping Centre. While the amendments to the traffic regulation orders extend or create new lengths of bus lanes, they do not materially change the practical effect of the existing traffic restrictions where the changes are proposed.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed amendments to bus lanes as advertised.***

**5. Banbury: A422 Stratford Road - Proposed Puffin Crossing** (Pages 15 - 22)

*Forward Plan Ref:* 2017/165

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

Report by Director of Community Operations (Interim) (**CMDE5**).

The report presents responses received to a statutory consultation to introduce a puffin crossing in place of a pedestrian refuge by Trinity Close and the North Oxfordshire Academy put forward as a result of an adjacent residential development.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a puffin crossing (a signalled crossing for pedestrians) on the A422 Stratford Road near the North Oxfordshire Academy as advertised.***

**6. Wantage: Market Place and Newbury Street - Proposed Amendments to Bus Stops and Disabled Persons Parking Places** (Pages 23 - 30)

*Forward Plan Ref:* 2019/139

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

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

The report presents responses received to a statutory consultation on proposed amendments to bus stop provision at Market Square and Newbury Street and consequent changes to disabled persons parking place provision in these roads put forward as a result of congestion of buses in Market Place combined with the parking of vehicles on the 'zig-zag' line markings approaching the pedestrian crossing on the south side of Market Place and also taking account of the change in bus services resulting in the bus stop in Newbury Street now being redundant.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposed amendments to bus stops and disabled parking places at Market Square and Newbury Street, Wantage as advertised.***

**7. Abingdon: A415 Ock Street - Proposed Time limited Parking and Loading Bay** (Pages 31 - 38)

*Forward Plan Ref:* 2019/148

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

Report by Director for Community Operations (Interim) (**CMDE7**).

The report presents responses received in the course of a statutory consultation to extend a parking bay and provide a new loading bay on the north side of A415 Ock Street Abingdon immediately west of its junction with Mayott's Road put forward because of redevelopment of adjacent land.

***The Cabinet Member for the Environment is RECOMMENDED to approve a proposed extension of a time limited parking bay and the provision of a loading bay, also time limited, on the north side of A415 Ock Street Abingdon immediately west of its junction with Mayott's Road.***

**8. Oxford & Kennington: A423 Oxford Southern Bypass and Linking Roads - Proposed 50mph and 40mph Speed Limits (Pages 39 - 54)**

*Forward Plan Ref: 2019/132*

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

Report by Director for Community Operations (Interim) (**CMDE8**).

The report presents responses received to a statutory consultation on a proposal to introduce a 50mph speed limit on the A423 Oxford Southern bypass between its junctions with A34 Hinksey Hill interchange and the existing 50mph speed limit which terminates just north east of the Heyford Hill roundabout junction (and including also a 50mph speed limit on the slip road to Kennington village), a 40mph speed limit on the Old Abingdon Road and Kennington Road between the A423 and the existing 30mph speed limits at their entries to Oxford City and Kennington village put forward as a result of a review of safety on the A423 Oxford Southern bypass following the completion in late 2015 of the A423 Kennington Roundabout improvement.

These speed limits were previously approved in 2017, with approval for the 50mph speed limit being given at the Cabinet Member for Environment decisions meeting on 29 June 2017 and the 40mph speed limit at the Cabinet Member for Environment decisions meeting on 7 September 2017. However, due to delays in their implementation, the council is required to reconsult on proposals as more than two years has elapsed since their original publication.

***The Cabinet Member for the Environment is RECOMMENDED to approve a 50mph speed limit on the A423 Oxford Southern bypass between its junctions with A34 Hinksey Hill interchange and the existing 50mph speed limit which terminates just north east of the Heyford Hill roundabout junction (and including also a 50mph speed limit on the slip road to Kennington village) and a 40mph speed limit on the Old Abingdon Road and Kennington Road between the A423 and the existing 30mph speed limits at their entries to Oxford city and Kennington village as advertised.***

**9. Charlbury: Proposed 20mph Speed Limit and Extension of 30mph Speed Limit (Pages 55 - 84)**

*Forward Plan Ref: 2019/083*

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

Report by Director of Community Operations (Interim) (**CMDE9**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit within Charlbury and extend the existing 30mph speed limit on the B4022 Banbury Hill put forward by Charlbury Town Council.

***The Cabinet Member for the Environment is RECOMMENDED to approve the 20mph speed limit within Charlbury and extension of the existing 30mph speed limit on the B4022 Banbury Hill as advertised.***

**10. Woodstock: A44 Oxford Road - Proposed Extension of 30mph Speed Limit and Signalled Pedestrian Crossing** (Pages 85 - 94)

*Forward Plan Ref: 2019/140*

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

Report by Director for Community Operations (Interim) (**CMDE10**).

The report presents responses received to a statutory consultation on a proposal to extend the 30mph speed limit and introduce a toucan crossing on the A44 Oxford Road at Woodstock adjacent to a new residential development at the south end of the town and put forward because of the development of that land for housing.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed extension of the 30mph speed limit and the installation of a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) on the A44 Oxford Road, Woodstock as advertised.***

**11. Highway Policy Statements** (Pages 95 - 120)

*Forward Plan Ref: 2019/157*

*Contact: Sean Rooney, Service Lead – Highway Maintenance Tel: 07770 734707*

Report by Director for Community Operations (Interim) (**CMDE11**).

This report has been produced to seek approval from the Cabinet Member for Environment for several revised Highways Policy Statements. The policy statements have been updated because of the establishment of the new Highways Code of Practice (October 2018).

This approach follows Cabinet approval in November 2017 for the development of a new Highways Infrastructure Management framework with agreement of updated policy statements and procedures would be via reports to the Cabinet Member for Environment Delegated decisions meetings or by the relevant Director dependent on the level of service change.

The first tranche of updated policy statements was presented to the cabinet Member for Environment on 20 December 2018. The table set out in the report shows which policies have been approved, which are in this report and those requiring a future update.

***The Cabinet Member for Environment is RECOMMENDED to endorse the Highway Policy Statements covered in Annex (1a-j) together with the report CMDE11.***

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Division(s): Barton, Sandhills and Risinghurst  
Isis; Jericho and Osney; Marston and Northway

## **CABINET MEMBER FOR ENVIRONMENT – 14 NOVEMBER 2019**

### **OXFORD – VARIOUS LOCATIONS: NEW AND AMENDED BUS LANES**

**Report by Director for Community Operations (Interim)**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed amendments to bus lanes as advertised.

#### **Executive summary**

2. The introduction of new equipment to enforce bus lanes within Oxford has required the amendment of the traffic regulation orders defining the extent of these lanes.

#### **Introduction**

3. This report presents responses received to a statutory consultation to amend the bus lanes orders in respect of the lanes on the A40 at Barton Park, A420 Botley Road, A4144 at Folly Bridge and Norfolk Street and Speedwell Street by the Westgate Shopping Centre. While the amendments to the traffic regulation orders extend or create new lengths of bus lanes, they do not materially change the practical effect of the existing traffic restrictions where the changes are proposed.

#### **Consultation**

4. Formal consultation on the proposals as shown at Annex 1 was carried out between 3 October and 25 October 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, Local Bus Companies, Oxford City Council, the local County Councillors, and the local City Councillors.
5. Seventeen responses were received. These are summarised in the table below:

<b>Proposal</b>	<b>Support</b>	<b>Object</b>	<b>Neither/No Opinion</b>
A40/Barton Fields	7	1	9
Castle Street/Speedwell Street	9	1	6

Folly Bridge/St Aldates	10	0	6
West Way/Botley Road	10	3	3

6. The responses are set out at Annex 5 and these are also available for inspection by County Councillors.

### **Response to objections and other comments**

7. Thames Valley Police expressed no objection to the proposals and welcomed the potential introduction of technology-based enforcement.
8. Oxford Bus Company also expressed support for the proposals but raised a general query on the times of operation of traffic restrictions in Oxford particularly in respect of the High Street bus lane which currently only applies between 7.30am and 6.30pm, noting that they are experiencing congested conditions outside these times, particularly in the evening.
9. Councillor Glynis Phillips, the local member, expressed support for the proposal at the A40 Barton Gate access and link into the Northway estate. In response to her request that the ANPR equipment is installed at the same time as the bus lane is in operation, and her question on whether it can also be used to enforce the prohibition of U turns restriction at the junction, while it is the intention that the ANPR equipment will be operational when the bus lane link is opened, the equipment can only be used to enforce infringements of the bus lane, and not the U turn restriction where a vehicle does not enter the bus lane.
10. The above comments are noted. However, the possible extension of the hours of operation of the High Street bus lane requested by Oxford Bus Company is beyond the scope of this specific project and would be best considered in the context of a wider review of access to the city centre.
11. Fourteen responses were received from members of the public, including four objections as detailed below:

#### **A40 / Barton Fields bus lane**

12. An objection was received on the grounds that the current order and proposed bus lane only permits buses and pedal cyclists, whereas the respondent requests that licenced taxis are also permitted to use the bus lane. The same respondent also requested that the existing exemptions for taxis applying at all restrictions in the city apply only to taxis licenced by Oxford City Council.
13. While noting the above, the current permitted use of the existing bus lane was the subject of extensive consultation prior to its approval in 2014 and while not ruling out a review of this restriction, it is not considered to be within the scope of the current proposal which is required to facilitate the use of ANPR enforcement equipment. The same comments apply to the general request in respect of exemptions for taxis to only apply to those licenced by Oxford City Council.



### **Castle Street/Speedwell Street**

14. An objection was received from a member of the public concerned that the proposal would permit taxis to use the Castle Street south of Paradise Street, Norfolk Street and Speedwell Street west of Old Greyfriars Street at all times. However, it is confirmed that such use by taxis and private hire vehicles is only permitted between 7am and 7pm under the provisions of an experimental traffic regulation order. A report on the operation of this experiment will be brought to the Cabinet Member for Environment delegated decisions meeting in June 2020. The current proposals make no change to the provisions of the experimental order.

### **West Way/Botley Road**

15. Three objections were received from members of the public concerned that the proposals would remove the current provision for cars travelling to the Seacourt Park & Ride car park to use the eastbound bus lane between the A420 link road and the Seacourt Park & Ride car park access. However, it is confirmed that the proposals do not change the above provision but are required so that those vehicles using the bus lane but then not turning into the Park & Ride access can be enforced for a violation of the bus lane.

### **Other responses**

16. The remaining responses from members of the public expressed support or no opinion with no other comments.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

18. Funding for the proposed measures will be met from capital funding allocated for the ANPR scheme.

JASON RUSSELL

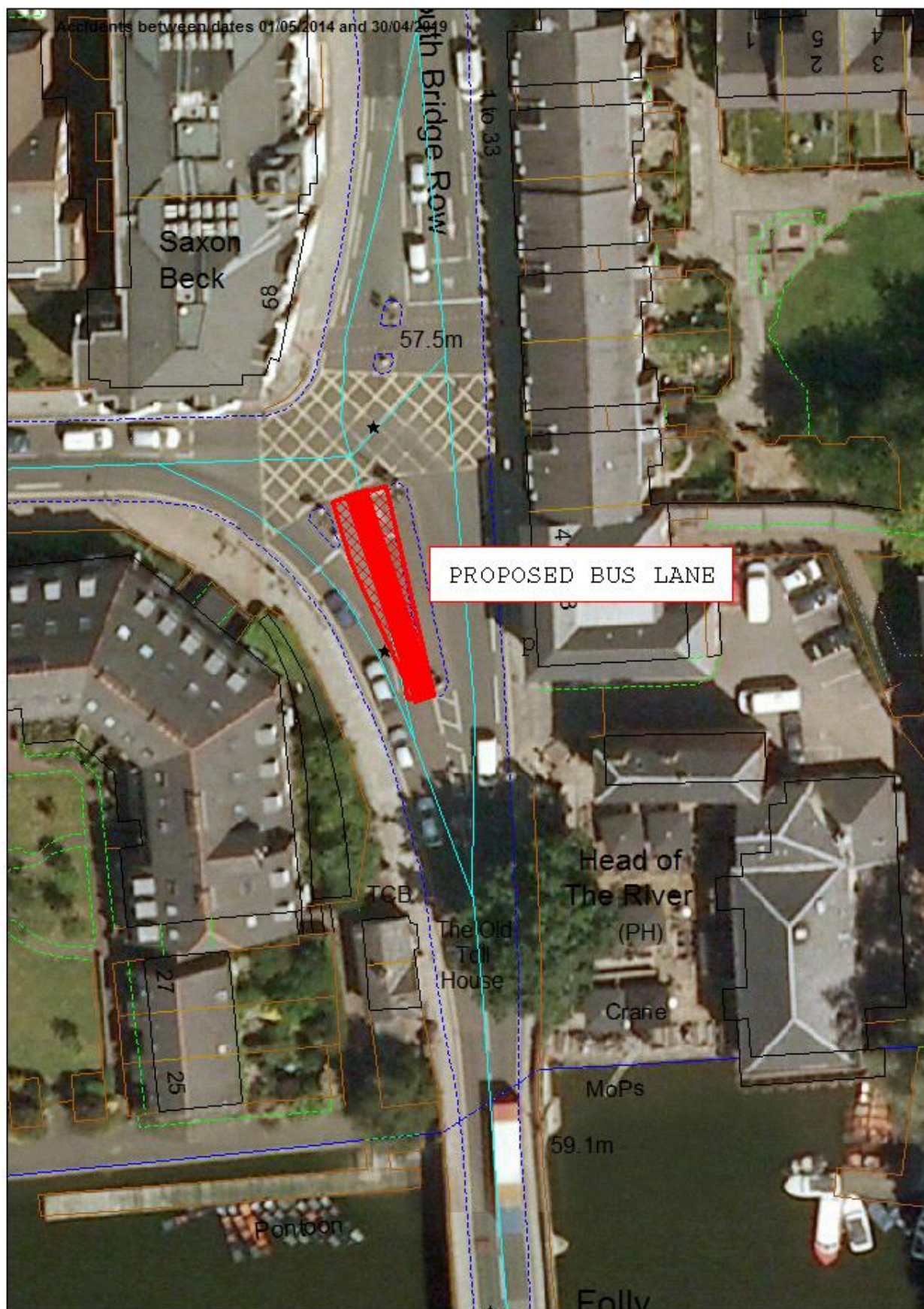
Director for Community Operations (Interim)

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704  
Seema Masih 07917 534262

November 2019

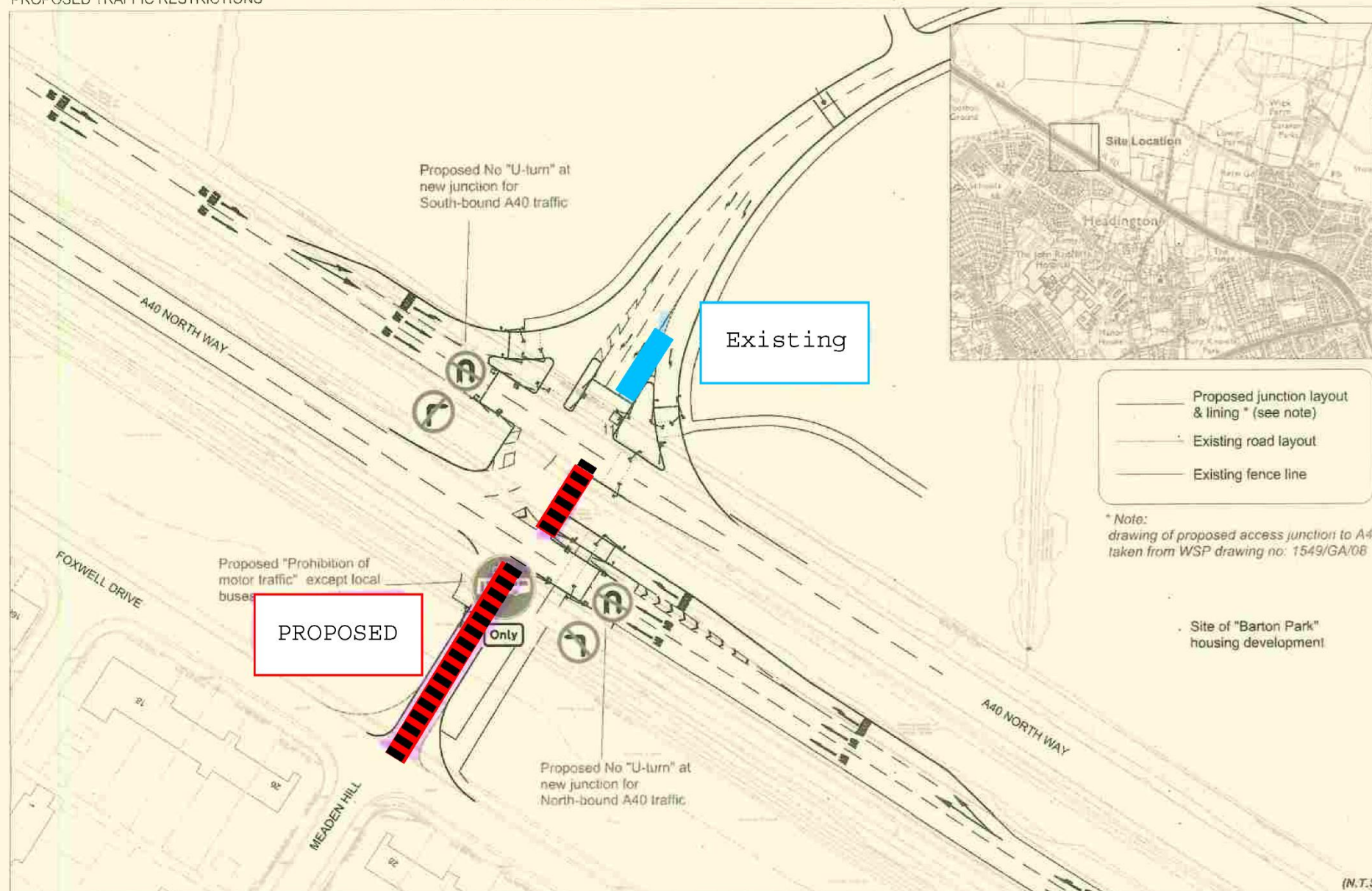
St Aldates / Folly Bridge





A40 NORTH WAY - OXFORD:  
PROPOSED TRAFFIC RESTRICTIONS

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



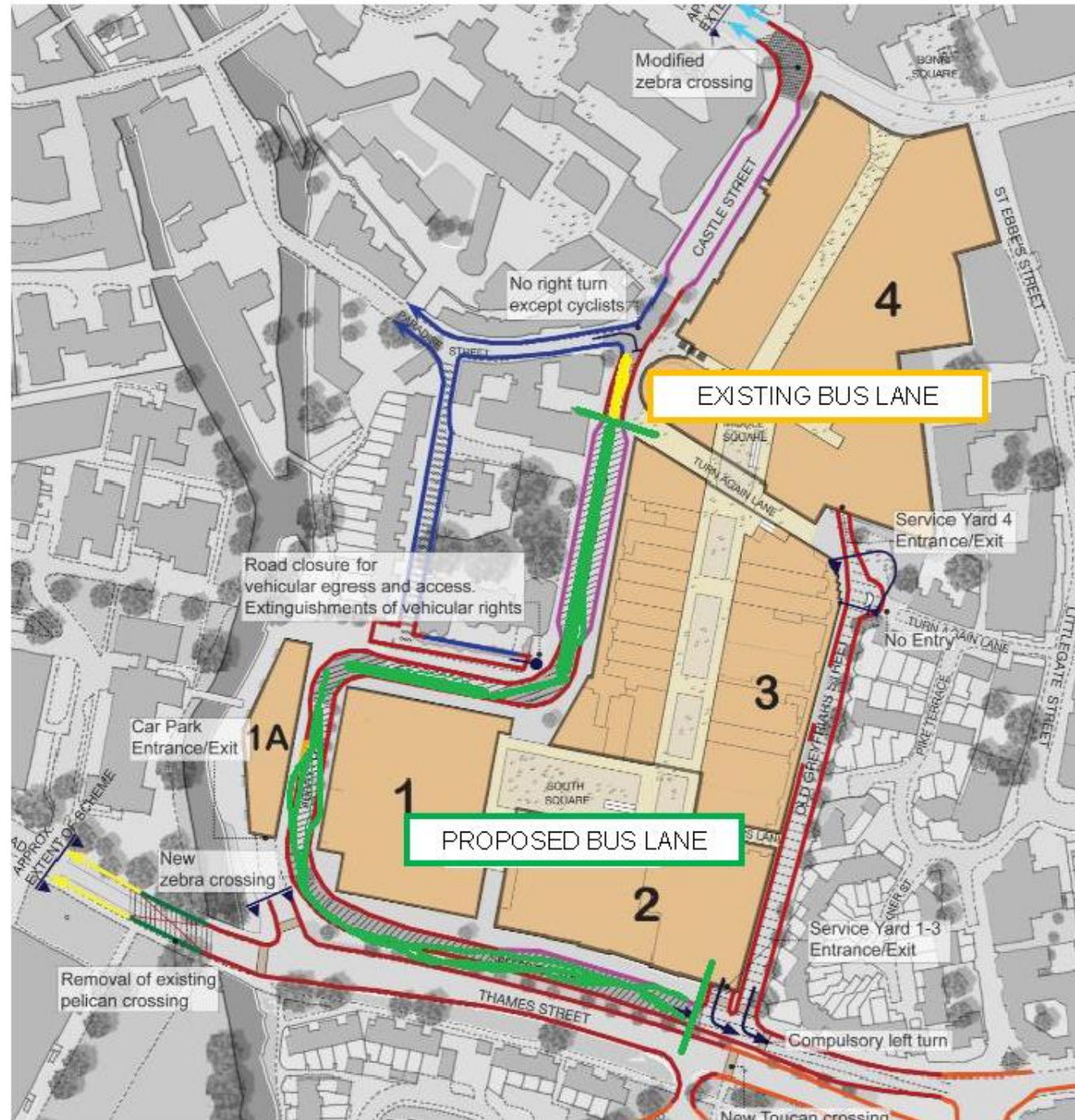
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OXFORDSHIRE  
COUNTY COUNCIL

Date drawn: 21/11/2013  
Drawn by: CJM

Map centre:  
easting, 454099, northing, 208493

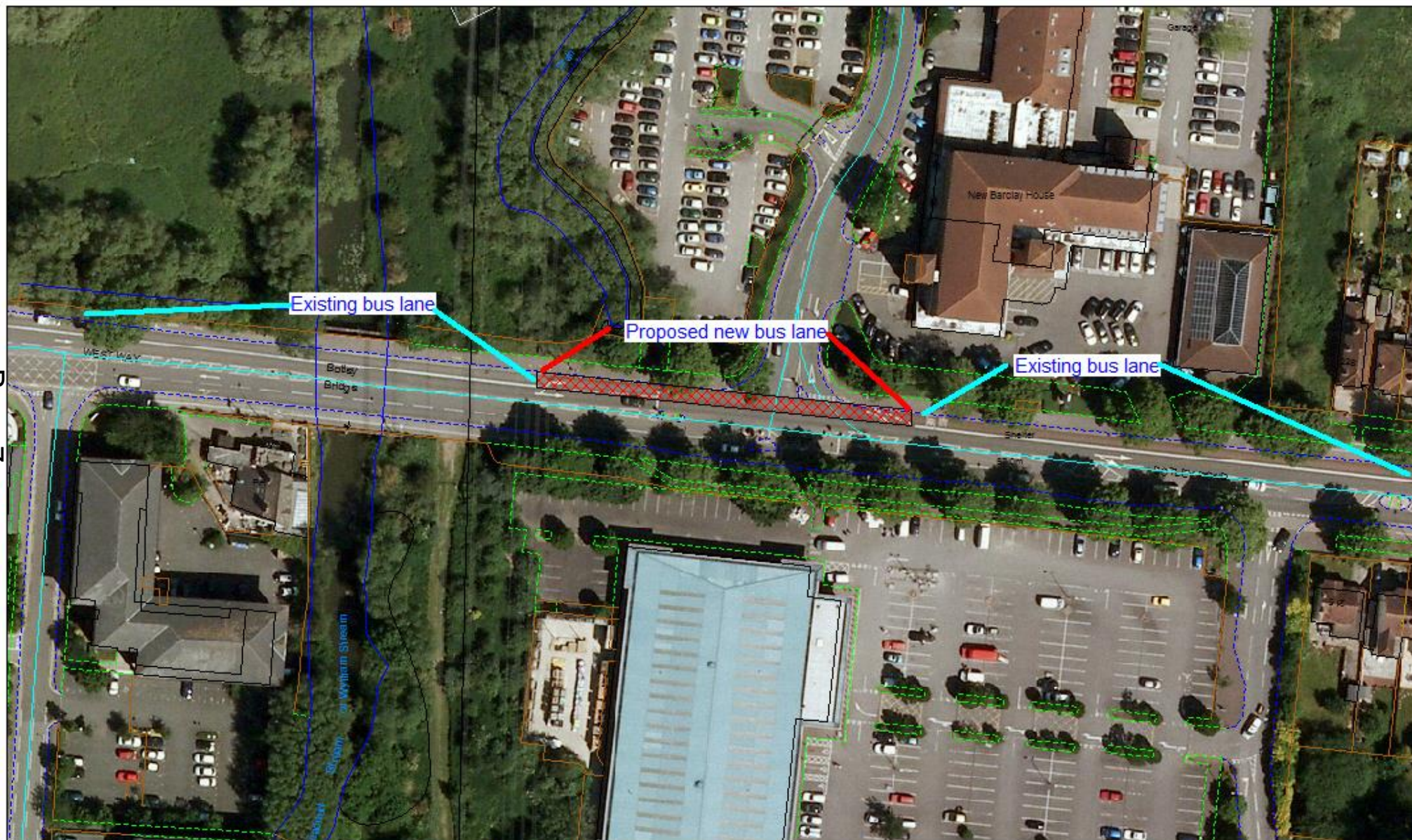






# Oxfordshire County Council - Highways & Transport Service

West Way / Botley Road



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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> - welcome the introduction of technology-based enforcement.</p> <p>I'm assuming as all the Bus Lanes are included in the TRO this scheme can be expanded at a later date beyond the Bus Lanes highlighted.</p>
(2) Local County Councillor, (Barton, Sandhills & Risinghurst Division)	<p><u>A40/Barton Fields</u> – <b>Support</b> - I support the extension of the bus lane but would welcome more clarity on the introduction of the ANPR cameras</p> <p>Can you confirm that a) they would be installed at the same time as the bus lane and b) would also be positioned to capture images of drivers doing U turns at this junction?</p>
(3) Local Business, (Oxford Bus Company)	<p><u>A40/Barton Fields</u> - <b>Support</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Support</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - With regards to all the bus lanes, may we suggest that a review of the times of operation would be beneficial. We would like to see an increase on the restriction times, mainly to reflect the extended trading hours of the Westgate. Increasingly we are experiencing evening congestion past 6pm mainly westbound from The Plain towards St Aldate's but also from other directions such Abingdon Rd and Frideswide.</p>
(4) Local Resident, (Oxford)	<p><u>A40/Barton Fields</u> - <b>No opinion</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Support</b> - No comments.</p>



	<p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - No comments.</p>
(5) Local Resident, (Oxford)	<p><u>A40/Barton Fields</u> - <b>Support</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Support</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - No comments.</p>
(6) Local Resident, (Bampton)	<p><u>A40/Barton Fields</u> - <b>No opinion</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>No opinion</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>No opinion</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Object</b> - The Botley road is already heavily trafficked early in the morning and as a regular user of the SeaCourt park&amp;ride I object to the need to queue up with the other traffic just to access the car parking lot. This is discriminatory and a disincentive to use public transport and the park&amp;ride. If the lane is to be made for buses only you should provide first another access to (in only) from the A420 slip road, using the existing gated access (which is approximately 100m away from the parking lot edge). That would make infinitely more sense than effectively delaying users to access the car park's main entry.</p>
(7) Local Resident, (Oxford)	<p><u>A40/Barton Fields</u> - <b>Support</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Object</b> - I object because this would allow taxis to use this route. Many taxis drive safely, but a significant number of them drive fast, dangerously and aggressively in central Oxford, and allowing them to do so on more roads would decrease safety for pedestrians and cyclists. They already drive down roads that they're not allowed to, flouting the "no motor vehicles" signs in the city centre. They shouldn't be granted more access unless</p>

	<p>they can behave responsibly and lawfully with the access that they currently have.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - No comments.</p>
(8) Local Resident, (Oxford)	<p><u>A40/Barton Fields</u> - <b>Support</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Support</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - Please explain what will happen with the filter lane from the A34? Will this be closed? At present, cars use this lane to bypass the queue at the traffic lights and then merge with the traffic on Botley Road (and fail to enter the P&amp;R). How will these proposals change this?</p>
(9) Group/Organisation, (Witney)	<p><u>A40/Barton Fields</u> - <b>Neither</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Support</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Object</b> - The Witney Oxford Transport campaign group objects to the proposed restrictions to the access to the park and ride (Seacourt) that the closure of the lane to all private traffic will impose on bona fide users of the car park. Seacourt is used by many residents along the Witney/Oxford corridor (particularly the A420 section) and disallowing users from driving straight into it will provide a disincentive to use this parking lot. We see no reason why for the sake of a few drivers who dodge regulations most law abiding citizens need to be punished. There are already long queues to approach the junction from 7 onwards, as your cameras may tell you, so it is likely that several more minutes would be added to a commuter's journey, with the result also of missing the bus connection too and therefore potentially lengthening a journey into town by bus by an additional 20/30 minutes. The only option to have ANPR cameras would be if those were synchronised with the ones inside the car park, thus any driver using the lane and entering the car park itself would not be fined. Alternatively, you may consider opening another access to the car park further up from the slip road. In any event your current proposal is unsatisfactory.</p>



(10) Local Resident, (Wantage)	<p><u>A40/Barton Fields</u> - <b>No opinion</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Support</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - This bus lane extension must ensure that traffic wishing to enter Seacourt Park and Ride will be permitted to continue sharing the bus lane from the junction with the A34 down to the entrance to the Park and Ride. I would however support measures to "segregate" the bus lane, to prevent traffic misusing the lane as a method to beat queues on the Botley Road. Some road users are prone to misusing the lane by driving in the bus lane up to the junction with the Park and Ride and then changing lanes to continue on the Botley Road.</p>
(11) Local Resident, (Abingdon)	<p><u>A40/Barton Fields</u> - <b>Support</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Support</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - No comments.</p>
(12) Local Resident, (Oxford)	<p><u>A40/Barton Fields</u> - <b>Object</b> - Firstly, access must be given to locally licensed Hackney Carriages. I would then support the ANPR cameras.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Support</b> - As a locally licensed Hackney Carriage driver I would hope that the county takes the opportunity to restrict all those taxis licensed 'out of town' from entering this route. Reading Borough Council have done something similar. Out of town taxis add to our continuing problem of congestion in Oxford. They do not benefit Oxford city as such because they choose to licence their vehicles elsewhere but come to operate in Oxford city.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - As a locally licensed Hackney Carriage driver I would hope that the county takes</p>

	<p>the opportunity to restrict all those taxis licensed 'out of town' from entering this route. Reading Borough Council have done something similar. Out of town taxis add to our continuing problem of congestion in Oxford. They do not benefit oxford city as such because they choose to licence their vehicles elsewhere but come to operate in Oxford city.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - As a locally licensed Hackney Carriage driver I would hope that the county takes the opportunity to restrict all those taxis licensed 'out of town' from entering this route. Reading Borough Council have done something similar. Out of town taxis add to our continuing problem of congestion in Oxford. They do not benefit oxford city as such because they choose to licence their vehicles elsewhere but come to operate in Oxford city.</p>
(13) Local Resident, (Abingdon)	<p><u>A40/Barton Fields</u> - <b>No opinion</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>No opinion</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>No opinion</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Neither</b> - As long as park and ride users can continue to use the bus lane to access Seacourt park and ride in the same way they currently do, then I would have no objection, and would support the proposal.</p>
(14) Local Resident, (Oxford)	<p><u>A40/Barton Fields</u> - <b>No opinion</b> - Please improve car signage on approach to bus lanes in central Oxford. It is currently highly inadequate: only says at the last moment buses only with no clue as to where cars should go.</p> <p><u>Castle Street/Speedwell Street</u> - <b>No opinion</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>No opinion</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>No opinion</b> - No comments.</p>
(15) Local Resident, (Wantage)	<p><u>A40/Barton Fields</u> - <b>No opinion</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>No opinion</b> - No comments.</p>

	<p><u>Folly Bridge/St Aldates</u> - <b>No opinion</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Object</b> - Although I appreciate the sentiment of trying to stop people beating the traffic and cutting in later on down Botley Road, this Bus Lane Amendment will cause further problems.</p> <p>Not allowing legitimate Park &amp; Ride users to use the Park and Ride Lane will greatly increase the traffic on the general lane coming into Oxford. Traffic will back up even further on the A420 and A34.</p> <p>In addition, if legitimate Park &amp; Ride users are not allowed to use the Park &amp; Ride Lane then many will prefer to drive on into town as this will undoubtedly be quicker than having to queue before the Park &amp; Ride, then trying to park, then taking the bus or walking - this goes directly against the Council's aim of trying to reduce the amount of traffic in the city centre.</p> <p>Further, if the Park &amp; Ride lane on the A420 between Botley Road and the Botley interchange is to be made into a bus lane only, this will be more or less a redundant road as very few bus routes use that piece of road. It is also submitted that there are currently quite a few cars who enter the Park &amp; Ride and then seemingly drive straight back out again. This is because of the building works currently taking place at Seacourt Park &amp; Ride resulting in the P&amp;R being full by 8:30 on a week-day. This problem will alleviate itself once the building works have finished and there is room for everyone to park.</p> <p>The Council should focus on making Seacourt Park &amp; Ride an attractive place for people to park, rather than making it more difficult to access and adding to the congestion problems in Oxford.</p>
(16) Local Resident, (Didcot)	<p><u>A40/Barton Fields</u> - <b>No opinion</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>No opinion</b> - No comments.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Neither</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - Whilst I do appreciate the annoyance of drivers cutting in from the park and ride lane in to the main road to Oxford city centre, turning the park and ride lane in to a bus lane only will push traffic out on to the A34 and to other areas in Botley. The morning traffic queues are already very bad, so removing the lane for genuine park and ride users will just make traffic generally in Botley much worse. Due to the park and ride being extended, and therefore having hundreds of spaces removed to accommodate site traffic and cabins etc., is making</p>

# CMDE4

	the appearance of cutting in much worse then it normally would be. Often people are turning in to the park and ride, seeing that already many cars are leaving due to the car park being full, and so are aborting the park and ride before attempting to park.
(17) Local Resident, (Oxford)	<p><u>A40/Barton Fields</u> - <b>Support</b> - No comments.</p> <p><u>Castle Street/Speedwell Street</u> - <b>Support</b> - About time these were properly enforced, some selfish drivers take advantage, to the annoyance and inconvenience of law-abiding motorists.</p> <p><u>Folly Bridge/St Aldates</u> - <b>Support</b> - No comments.</p> <p><u>West Way/Botley Road</u> - <b>Support</b> - No comments.</p>

Division(s): Banbury Hardwick; Banbury Ruscote
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## **CABINET MEMBER FOR ENVIRONMENT – 14 NOVEMBER 2019**

### **BANBURY: A422 STRATFORD ROAD – PROPOSED PUFFIN CROSSING**

#### **Report for Community Operations (Interim)**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a puffin crossing (a signalled crossing for pedestrians) on the A422 Stratford Road near the North Oxfordshire Academy as advertised.

#### **Executive summary**

2. The provision for pedestrians 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 puffin crossing in place of a pedestrian refuge by Trinity Close and the North Oxfordshire Academy.

#### **Background**

4. The proposal as shown at Annex 1 has been put forward as a result of an adjacent residential development.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 26 September and 25 October 2019. A notice was placed in the Banbury Guardian newspaper and notices placed in the vicinity of the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Banbury Town Council and the local County Councillor. Letters were also sent to 56 properties in the immediate vicinity adjacent to the proposals.

6. Eleven responses were received. Four objections, five expressions of support and two neither objecting nor supporting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

7. Thames Valley Police expressed no objection to the proposal but noted that the existing pedestrian refuge appeared to operate well in respect of pedestrian and driver behaviour, noting also, though, a high proportion of goods vehicles using the road.
8. County Councillor Mark Cherry, the local member, expressed his full support for the scheme.
9. Cherwell District Council, while noting that the crossing appeared to have already been installed, albeit not yet in operation, at the time of the consultation, expressed no objection.
10. Banbury Town Council expressed support for the scheme.
11. Four objections were received from local residents, citing concerns over the use of the link via Trinity Close to the Stratford Road by school students and parents parking in the close at school journey times and the resulting disturbance and problems with litter and anti-social behaviour. Their objections noted that their understanding was that a fence/hedging – without a gap for pedestrians – was to be provided between Trinity Close and the Stratford Road.
12. The above objections also expressed concerns that the consultation was being carried out after the signal equipment for the puffin crossing had been installed (but not switched on) and that the nearby zebra crossing to the east of the North Oxfordshire Academy access already provided a controlled crossing, noting the already congested conditions at peak hours.
13. The above responses are noted and it is accepted that it was unfortunate that the consultation was carried out after the installation works had started, though noting also that the provision of the crossing was included in the plans submitted for planning approval for the development and, therefore, had already been in the public domain.
14. A principal concern of those objecting appears to be a result of the pedestrian movements – in particular school students – between Trinity Close and Stratford Road, including also the associated parking within Trinity Close at school journey times. Although this is noted, together with the statement that such a link was not to be provided under the original plans for the Trinity Close development, this matter is beyond the scope of the current proposal.
15. While there is a zebra crossing approximately 90 metres to the east of the proposed crossing, in practice, pedestrians will typically not divert from their

desire line by this amount and the new crossing will be far more convenient for pedestrians approaching the North Oxfordshire Academy from the west of its access onto the Stratford Road. As with any controlled crossing traffic will be stopped when pedestrians are crossing the road but the impact on traffic movements is proportionate to the need to provide safe and convenient crossings for pedestrians, noting the importance of encouraging walking as a healthy and sustainable mode of transport.

16. Three expressions of support were received from members of the public one of which also asked for the siting of the above existing zebra crossing to be relocated to the east to be closer to an existing pedestrian alleyway link from the housing to the south of the Stratford Road. Although the latter will be reviewed, at present there is no funding for a further scheme here.

### **How the Project supports LTP4 Objectives**

17. The proposals would help facilitate the safe movement of pedestrians.

### **Financial and Staff Implications (including Revenue)**

18. Funding for the proposed measures has been provided by the developers of land adjacent to the proposal.

JASON RUSSELL

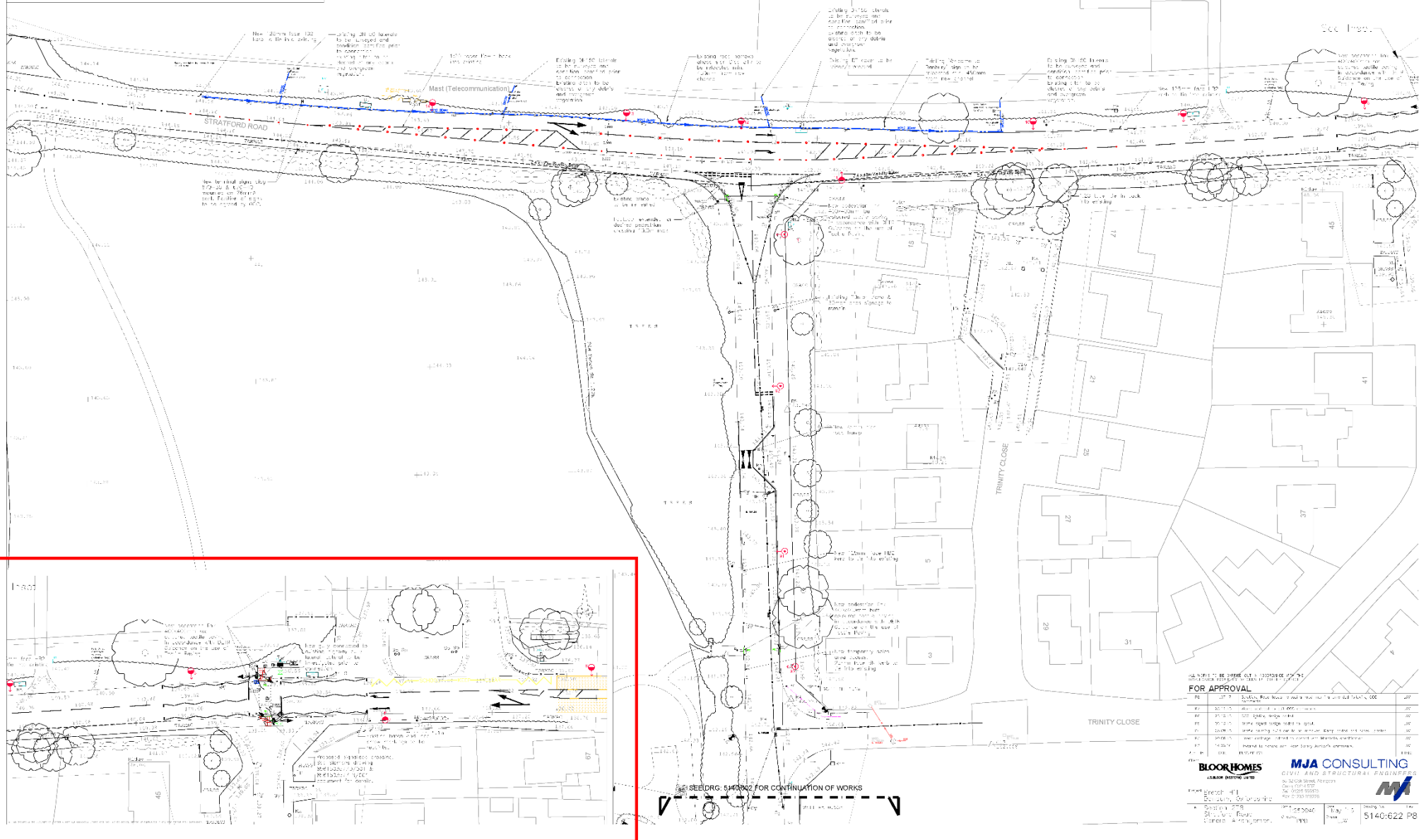
Director for Community Operations (Interim)

Background papers:      Plan of proposed puffin crossing  
   Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
   Paul Dear 07557 082569

November 2019

- Notes**
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FOR APPROVAL

NO.	DATE	DESCRIPTION	BY	CHECKED
1	10/10/2018	Initial design	JM	AM
2	10/10/2018	Revised design	JM	AM
3	10/10/2018	Final design	JM	AM
4	10/10/2018	As built	JM	AM

**BLANCHARD**  
CIVIL AND STRUCTURAL ENGINEERS

**MJA CONSULTING**  
CIVIL AND STRUCTURAL ENGINEERS

Project: 5140:622 P8  
Drawing No: 5140:622 P8



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> - I have visited the location and noted the visibility and use of the facility that is well used at material times. I did note that users appear to be disciplined and drivers aware and give way currently. I am not sure what the motivation is for the change where drivers may be looking at the signal rather than pedestrians crossing in future where now they look for the pedestrians as they must give way? I am unaware of any incidents or other safety concerns posed by the current design.</p> <p>I did re-visit the location and noted the layout and crossing design. A high volume of Quarry HGV noted with a mix of children and young adults.</p>
(2) Local County Councillor, (Banbury Ruscote Division)	<b>Support</b> - note my full support as local member for Ruscote for the placement of the puffin crossing.
(3) Cherwell District Council, (Developments Planning Team)	<b>No comment</b> - it is noted that the crossing appears to have already been installed, albeit not yet in operation, at the time of the consultation.
(4) Banbury Town Council	<b>Support</b> – No comments.
(5) Local Resident, (Banbury)	<p><b>Object</b> – We here in Trinity close have around 100 students pass by our homes with bad language and litter dropping. Then at 3.10 we have around 25 cars arriving to pick the children up. Yes, we are hoping for a car accident as some drive in dangerously. Parents have also been seen to throw their litter from the cars.</p> <p>Trinity Close was parcels of land purchased from Cherwell district council with no plans for the school to be built. But my title Deeds state that the hedge was to be restated to a height of 6 ft all the way up Trinity Close closing all access to Trinity by foot closing this road entrance till the new road linking through to Bretch Hill.</p>

(6) Local Resident, (Banbury)	<p><b>Object</b> – you ask for our opinion when you already have the puffin crossing up and ready for use. You have now brought around 100 students through our private resident area, which comes with their bad language and dropping of litter.</p> <p>On top of that around 25 cars are coming into our middle close picking up their children. We are looking forward to an accident from speed, hoping that no one gets hurt then we might get some help.</p> <p>On our Tittle Deeds for Trinity Close the hedge was to be reinstated when the building work was finished to a height of 6 ft all the way up Trinity Close. When Bretch Hill was opened leaving us away from all this traffic and students.</p> <p>Do you not look to see what you have done, or maybe it is not up by your home so it's ok for us to try to tolerate it. The school has a u-shaped road and if they open their gates it could take the cars from our close when parents pick up the children. Our rates in Trinity are above most properties in Banbury yet we have this unbearable situation.</p>
(7) Local Resident, (Banbury)	<p><b>Object</b> – I wish to point out that the crossing is already built and installed, so why are you asking for comments about something that is already built (just not switched on)!</p> <p>I object to this crossing. There is already a Zebra crossing installed and working approx. 100m East of the new proposed crossing. I do not know of anywhere else in Banbury where there are two pedestrian crossings within 100m of each other on the same road.</p> <p>Yes I appreciate road safety is important, but so is common sense and exercise. The crossing is outside a place of learning, so people should be taught/ encouraged to use the existing crossing, and for the sake of walking approx. an extra 200m there is no additional risk to pedestrians.</p>
(8) Local Resident, (Banbury)	<p><b>Object</b> – With the Zebra crossing being so close I see traffic issues especially in the morning as children are continuously crossing at the zebra crossing causing a tail back past trinity close. thus blocking the path across the puffin crossing. As for traffic heading to Stratford they are going to have to stop at crossing so close to each other. Perhaps this crossing should have been nearer the school so as to be used by both the south and the north.</p> <p>I see no comment on the removal of the un controlled crossing whilst consultation takes place. I think the school needs to be told (and signs put up) that the Puffin Crossing is not in use as school children are treating it as an uncontrolled crossing and just walking or cycling across without due regard for traffic. A potential accident waiting to</p>

# CMDE5

	happen.
(9) Local Resident, (Banbury)	<p><b>Support</b> – This has long been needed but become more urgent with the increase in heavy vehicles coming from the new housing developments. A child was knocked down by a van two weeks ago (unharmd) but there have been a number of near misses.</p> <p>I would also recommend that the zebra crossing further down towards the main junction with Warwick Rd is repositioned closer to the alley way which emerges from Bretch Hill. The crossing is not currently used well as it is poorly positioned.</p>
(10) Local Resident, (Banbury)	<b>Support</b> – No comments.
(11) Resident, (Abingdon)	<b>Support</b> – No comments.

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Division(s): Wantage and Grove
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## **CABINET MEMBER FOR ENVIRONMENT – 14 NOVEMBER 2019**

### **WANTAGE: MARKET PLACE & NEWBURY STREET – PROPOSED AMENDMENTS TO BUS STOPS AND DISABLED PERSONS PARKING PLACES**

**Report by Director for Community Operations (Interim)**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed amendments to bus stops and disabled parking places at Market Square and Newbury Street, Wantage as advertised.

#### **Executive summary**

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

#### **Introduction**

3. This report presents responses received to a statutory consultation on proposed amendments to bus stop provision at Market Square and Newbury Street and consequent changes to disabled persons parking place provision in these roads.

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward as a result of congestion of buses in Market Place combined with the parking of vehicles on the 'zig-zag' line markings approaching the pedestrian crossing on the south side of Market Place, also taking account of the change in bus services resulting in the bus stop in Newbury Street now being redundant.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 10 October and 8 November 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, Vale of White Horse District Council, Cumnor Parish Council and the local County Councillor. Street notices were placed on site and letters sent to 130 properties in the immediate vicinity adjacent to the proposals.

6. Ten responses were received. 2 objections, 4 in support, 2 (including the local Fire Station) raising concerns and 2 neither supporting nor objecting.
7. 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**

8. Thames Valley Police did not object noting that the proposals reflected a number of site meetings they had attended to review bus stop provision at Market Square.
9. County Councillor Hannaby, the local member, expressed support for the proposals, although also requested a further review of the siting and number of places provided for disabled persons. In response to that, while not ruling out a further review, it would seem appropriate to progress the current proposals which have been the outcome of a considerable amount of investigation and then to monitor their operation closely ahead of considering further changes.
10. Wantage Town Council expressed support with no further comment.
11. Oxfordshire Fire and Rescue service, while not making any comments about the specific proposals, raised strong concerns over the current very low level of enforcement of parking restrictions in the town, leading to their being frequently abused, with illegal and obstructive parking causing significant delays to general traffic particularly the passage of emergency service vehicles.
12. Concerns over the lack of enforcement were also raised by two other respondents (one a local business and the other a local resident) and it is accepted that this is a significant issue not only in Wantage but in other towns within the three Oxfordshire district council areas (Cherwell, South Oxfordshire and the Vale of the White Horse District) where civil parking enforcement is not currently in place. While the introduction of civil enforcement in these districts is being actively investigated, the timescales for its introduction are still to be confirmed and, in the meantime, due to the severe pressure on police resources there is regrettably little prospect of this problem being addressed in the short term. However, the current proposals do not materially impact on the current enforcement difficulties.
13. The local business referred to above also requested a review of taxi rank provision, noting that their customers, when their evening entertainment premises shuts at the close of business, find the existing provision in the town centre inadequate.
14. An objection was received from a member of the public over the reduction in disabled persons parking place provision in Market Square as, although the new provision in Newbury Street compensated for the loss in the number of

such spaces near the town centre, the additional distance would cause difficulties for users who need to access premises in Market Square.

15. Noting the above requests options for providing a new bus stop in Market Square are very limited and have been the subject of much investigation. The current proposals are judged to provide the best option given the constraints, but, if approved, will be monitored closely. The request for an additional taxi rank is also noted and will be reviewed by officers in conjunction with the Vale of the White Horse District Council as the relevant taxi licencing authority with responsibility for introducing new or amended ranks.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

17. Funding for the proposed measures has been provided by the Councillor Priority Fund.

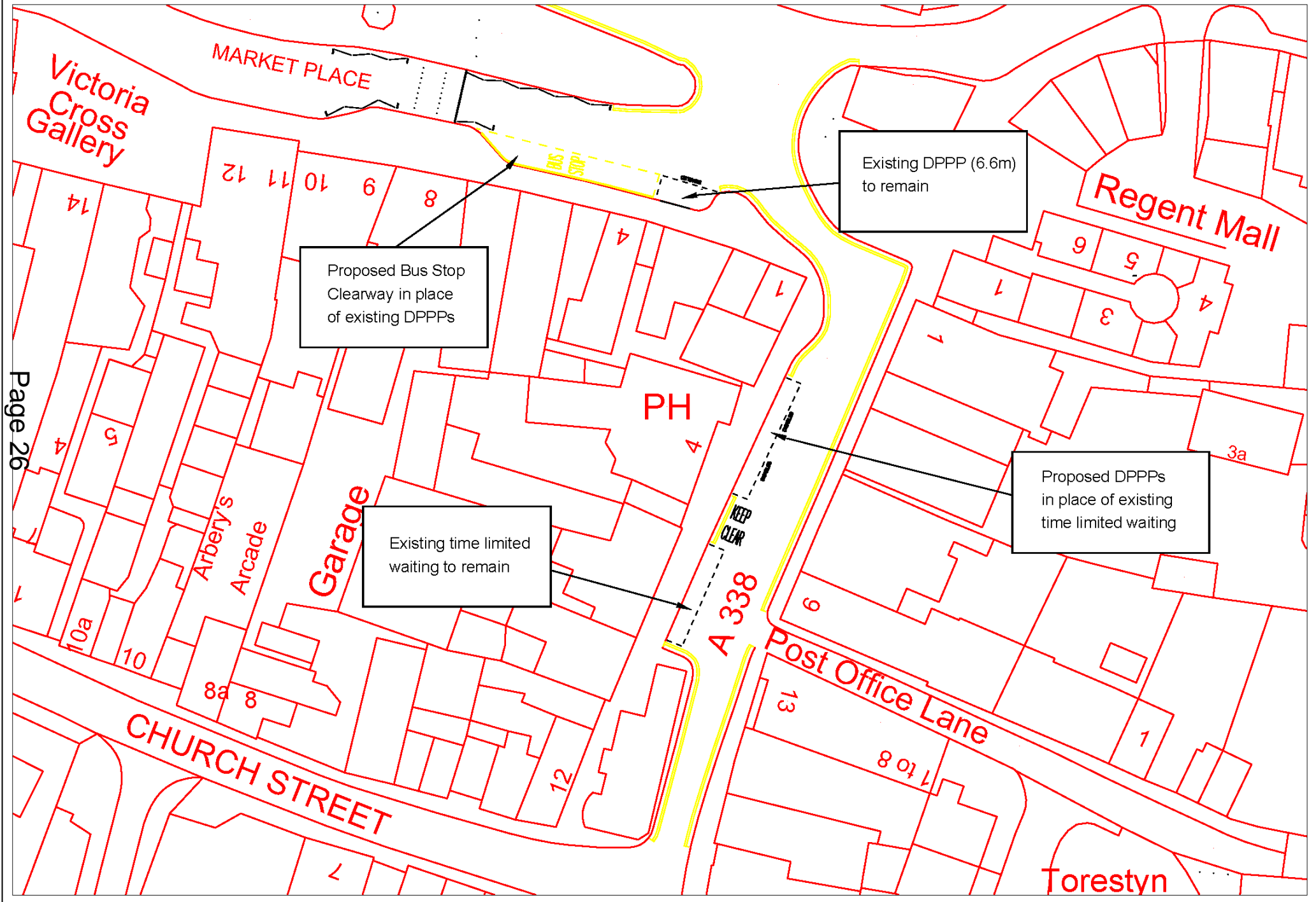
JASON RUSSELL

Director for Community Operations (Interim)

Background papers:       Plans of proposed waiting restrictions  
                                     Consultation responses

Contact Officers:         Hugh Potter 07766 998704  
                                     Lee Turner 07917 072678

November 2019





RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No Objection</b> - These proposals have been subject to many previous discussions and site meetings.
(2) Local County Councillor, (Grove & Wantage Division)	<b>Support</b> - Need these changes to reduce congestion in the Market place caused mainly by buses behaviour. A dedicated drop off point will help if the buses stick to the new layout. I am not convinced the retained disabled parking space is useful and could be used by non-disabled as is the trend due to no enforcement of unauthorised parking. Could the permitted waiting area be used for disabled or put the remaining disabled parking space there.
(3) Wantage Town Council	<b>Support</b> – no other comment
(4) Vale of White Horse District Council	<b>No comments.</b>
(5) Fire & Rescue Service, (Wantage Watch Manager)	<p><b>Concerns</b> - There is no doubt that the changes proposed, would be of benefit to the residents of Wantage but I am very concerned about the increase of parking positions without any form of parking enforcement within our area.</p> <p>Wantage Fire Appliance and crew are called out to a variety of incidents on almost a daily basis and are increasingly finding our route through and around Town, delayed due to illegal parking which includes double parking, yellow line parking and pedestrian zig-zag line parking. There is currently no enforcement within the Wantage area as TVP are unable to spare any resources.</p> <p>The Council are aware but say that nothing can be done for at least two years.</p> <p>The public are very aware of this situation (and are commenting on it on social media nearly daily with photos etc.) and are therefore confident when parking illegally that they will not be prosecuted.</p>

	<p>We have increasingly been in situations where we are unable to proceed in our appliance due to illegally parked cars and it is only a matter of time before this happens when we are proceeding to a life risk incident (for example, RTC or property fire).</p> <p>We are usually unable to reverse or turn around due to the small streets (and traffic behind) and the officer in charge would be then forced to consider the moving of the illegally parked vehicle, which I am sure you would appreciate, involves a great deal of time and explanation after the incident, not to mention the possible repercussions of such a delay in attending the incident itself.</p> <p>This is something that I would wish to avoid.</p>
(6) Local Business, (Wantage)	<p><b>Concerns</b> - I own a business on Newbury Street and is one of the busiest night time entertainment venues in south Oxfordshire and has been for the last 8 years. During this time we have witnessed the uncontrolled parking which has caused no end of frustration to a lot of people.</p> <p>On occasions we can have up to 450 people vacate our building in the early hours of the morning. Dispersal is always a consideration, for example some clients wish to go home as quick as possible, others prefer to find food leaving the remaining to stay around and chat.</p> <p>Those wishing to go home have to walk to the other end of the town to join the queue for the taxi rank, sadly this has caused issues in the past as another venue closes at similar times to us, so in effect you get an influx of people trying to get into a few cabs. We have for sometime considered that the bus stop opposite which you propose to turn into disabled parking should be used as a taxi rank/facility during the hours of 10:30 pm through to 6:00am.</p> <p>This would enable our clients to leave our venue and jump straight into a waiting cab (I have suggested this to taxi drivers but they will not deviate from the existing rank). I believe the police have records for disturbances at the taxi rank.</p> <p>With regards to the parking, there are businesses which rely on the fact that customers can park and collect. I would suggest that the proposed new DPPPS is relocated to the corner of the A338. Again, it is my experience that during the night time hours these spaces are not used, but in the day the location of this new bay is located by drop kerbs and due to traffic flow is in my opinion safer than the one in your document.</p> <p>Whilst we all welcome that the parking is being reviewed please do not miss the opportunity to consider the impact on all businesses, clearly the cars being parked relate to the businesses in this area.</p>

CMDE6

(7) Local Resident, (Wantage)	<p><b>Object</b> – Parking and congestion can only be improved in Wantage with parking regulations being enforced. It's a free for all with no consequences. Vans park in disabled spaces with no badge, people park on double yellow lines with no consequences at all. Moving spaces will not help congestion if buses without enforcing parking regulations. Reducing disabled spaces in the market place is not good.</p> <p>Unless there is enforcement, any vehicle will park along that road and in disabled spaces. It's already crazy parking down that road, with people parked illegally and no enforcement.</p>
(8) Local Employee (Wantage)	<p><b>Object</b> - I am a blue badge holder and work on Market Place. I have read your letter but have to say I am very much AGAINST this change.</p> <p>Surely it would make more sense for the bus companies to look at their timetable s to stop the build-up of traffic in the square. Newbury Street is already horrendous for parked cars and people park anyway they like they would not take notice of disabled bays. Parking is at a premium and not having the bays in the square will affect people like myself tremendously, both as an employee and for our Members that need to park in disabled bays close to the branch. I really feel this needs further looking into.</p>
(9) Local Resident, (Wantage)	<p><b>Support</b> – Sounds like a sensible and practical reorganisation of parking spaces in Wantage. Will assist with public transport provision.</p> <p>Bus stop was redundant. This is a sensible use of parking space.</p>
(10) Local Resident, (Abingdon)	<p><b>Support</b> – No comments.</p>

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Division(s): Abingdon
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## **CABINET MEMBER FOR ENVIRONMENT – 14 NOVEMBER 2019**

### **ABINGDON – A415 OCK STREET: PROPOSED TIME LIMITED PARKING AND LOADING BAY**

**Report by Director for Community Operations (Interim)**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve a proposed extension of a time limited parking bay and the provision of a loading bay, also time limited, on the north side of A415 Ock Street Abingdon immediately west of its junction with Mayott's Road.

#### **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. The report presents responses received in the course of a statutory consultation to extend a parking bay and provide a new loading bay on the north side of A415 Ock Street Abingdon immediately west of its junction with Mayott's Road.

#### **Background**

4. The above proposal as shown at Annex 1 & Annex 2 has been put forward because of the redevelopment of adjacent land.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 18 September and 18 October 2019. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Abingdon Town Council and the local County Councillor. Street notices were placed on site and letters sent to 23 properties in the immediate vicinity, adjacent to the proposals.

6. Five responses were received. One objection, two making observations but no objection and two in support. 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 while expressing no objection to the extension of the limited waiting or the principle of the loading bay, objected to the proposed time limit applying to the loading bay (1 hour stay, with no return within one hour) on the grounds that the demand on police time to enforce this restriction was significant and, in practice, given other demands on police resources would, in effect, mean that the restriction would not be enforced. The police requested that the maximum permitted time for loading be reduced to 10 minutes, which would be sufficient for the majority of users of the bay and, were a police officer to be present when loading exceeded 10 minutes, they could use their discretion in respect of traffic restrictions to allow the vehicle to remain to complete loading without penalty. The police therefore requested that the proposed maximum stay be reduced to 10 minutes and that this change is also applied to the other loading bays in Abingdon which currently have the 1-hour maximum stay.
8. The above request is noted and officers will review the scope for reducing the permitted time to 10 minutes at the on-street loading bays in Abingdon where currently a one-hour maximum stay applies. Mindful that this will though take some time to carry out, it is recommended that the time limit as currently proposed be approved to ensure that adequate loading space is provided on the completion of the building works, on the understanding that the time period may be reduced following further consultation.
9. Abingdon Town Council expressed no objection to the proposal but requested that the layby is resurfaced noting its current poor condition. It is confirmed that the layby within the frontage of the development will be improved and that the part outside the scope of the restriction will be inspected for remedial surfacing works.
10. Three responses were received from members of the public. Two in support and one expressing no objection. Two responses requested a residents' permit parking scheme given the parking pressures here, in part due to the frequent use for parking by delivery vehicles for the adjacent 'fast food' businesses.
11. While an extension of the existing residents' permit parking scheme in the centre of Abingdon is, in principle, supported subject to funding and the introduction of civil enforcement within the Vale of the White Horse District Council area, it is beyond the scope of the current proposal, noting that the latter does result in additional two hour waiting spaces being provided, thereby helping, to some extent, to alleviate parking pressures.

### **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 adjacent land

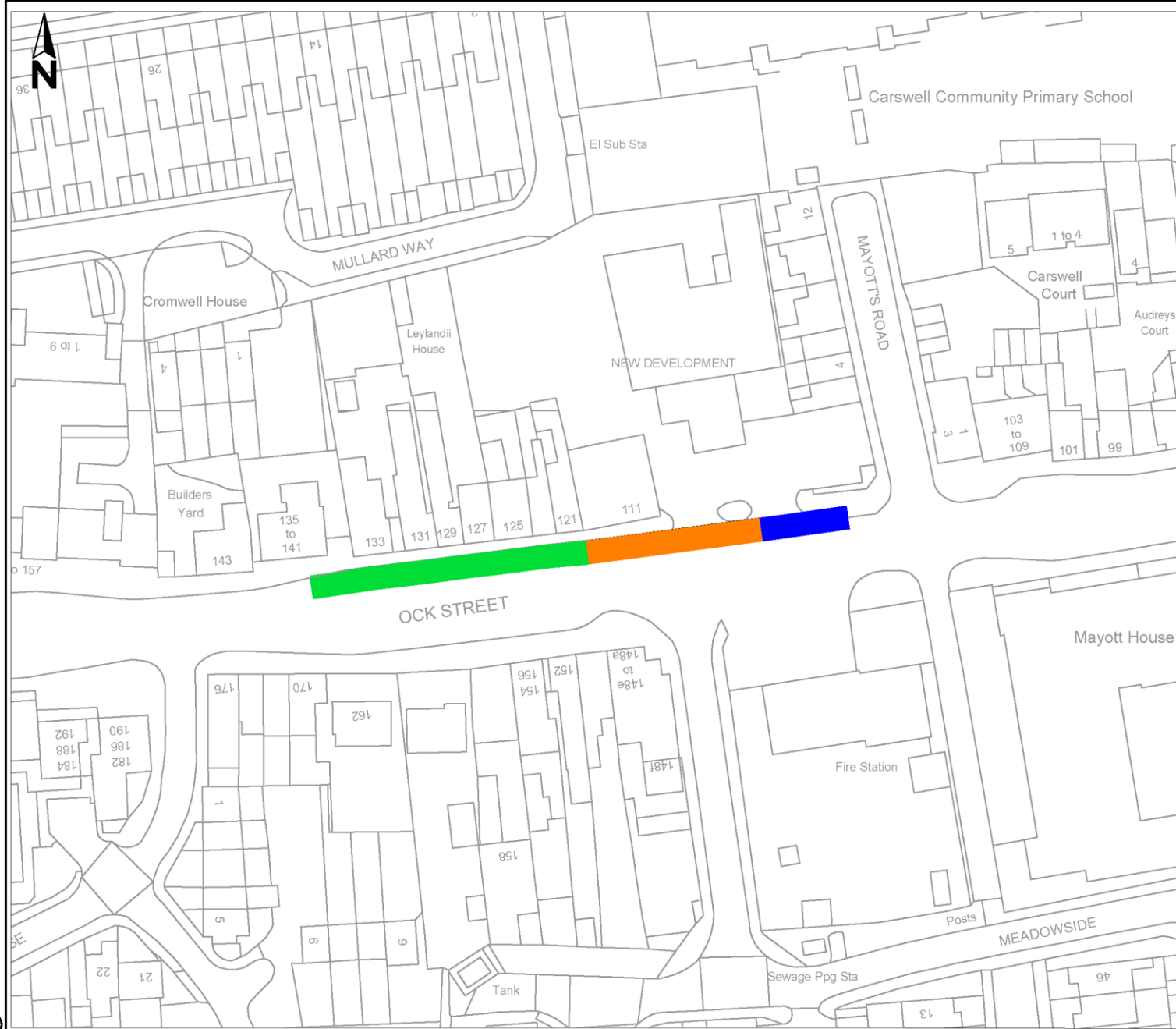
JASON RUSSELL

Director for Community Operations (Interim)

Background papers:      Plan of proposed time restricted waiting and loading places  
   Consultation responses

Contact Officers:            Hugh Potter 07766 998704

November 2019






Drawing No.		Revision	
		0	
<b>Key</b>			
Existing Limited Waiting 2 hours return prohibited 1 hour 8.00am to 6.00pm Monday to Saturday			
Proposed extension to Limited Waiting 2 hours return prohibited 1 hour 8.00am to 6.00pm Monday to Saturday (approx. 30 metres)			
Vehicle Loading Bay 24 hours - 1 hour duration (approx. 15 metres)			
<small>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 LA076895</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<div>             Owen Jenkins              Director for Infrastructure Delivery              Communities              Oxfordshire County Council              County Hall              Oxford              OX1 1ND              Tel: 0345 310 11 11              Fax: (01865) 241577           </div>			
<b>Project title</b> PROPOSED PARKING RESTRICTIONS			
<b>Drawing title</b> ABINGDON A415 OCK STREET			
<b>Drawing Status</b>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	09/19		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



CMDE7



Key to symbols

-  Churchill Retirement Living site boundary
-  Cycle lane
-  Pebble surface
-  Road edge detail
-  Condition 5 works boundary

- |   |                    |
|---|--------------------|
|  | Existing lamp post |
|  | New sign post      |
|  | Stop valve         |
|  | Gate valve         |
|  | Cable riser        |
|  | Utility cover      |
|  | TRO - Parking Bays |
|  | TRO - Loading Bay  |

Reference drawings

**M** Endeavour House

Endeavour House  
Pynas Hill  
Exeter  
EX2 5WH  
  
T +44 (0)1382 409410  
  
W [mottmac.com](http://mottmac.com)

Client	
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Churchill House  
Parkside  
Christchurch Road  
Ringwood  
Hampshire  
BH24 3SG

Designed	J. Stuyts	J.S.	Eng. check	S. Gossien	SG
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Drawn	J Stubbs	JS	Coordination	J Stubbs	JS
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Dwg check	K Lee	KL	Approved	J Weeks	JW
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Scale at A1	Status	Rev	Security
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As shown	For Info	A	SID
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Drawing Number  
388833-MMD-YY-YY-DB-C-0101

388833-MIMB-XX-XX-DR-C-0101

Road Markings Schedule									
TSRGD No.	Description	Width (mm)	Line (mm)	Gap (mm)	Length (mm)	Colour	Legend	Legend Height (mm)	Notes
105/	Cycle Symbol	750	-	-	1215	White	-	-	Symbol size to be checked shade by contractor and reported to designer if different.
101B.1	Double Yellow	300	Continuous	-	-	Yellow	-	-	
100BA	Cycle Lane	100	600	300	-	White	-	-	Dimensions are to match existing contractor to confirm online
102B.4	Loading Bay	75	600	600	-	White	"LOADING ONLY"	700	

1:100 0 5m 10m

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> - In principle I do not object to extending the limited waiting bay, however I do object to the proposed loading only bay based upon the timed restriction. I accept any enforcement by TVP will be very limited, having confirmed in previous consultations that parking enforcement features very low in terms of any policing priorities.</p> <p>The reason for my objection is based upon the waiting time allowed for vehicles to load and unload of 1 hour. A number of years ago advice was given to officer's that in order to achieve a successful prosecution to such offences constant monitoring by an officer has to take place. With the current demand placed upon our officer's this rule made enforcement impossible.</p> <p>As a result of this internal rule all loading bays within Henley Town Centre were changed to a maximum stay of 10 minutes duration. Although this may seem short in time I wish to confirm that providing there is evidence of actual loading and unloading taking place discretion to exceed the waiting time would be exercised by our officer's .</p> <p>At two recent Traffic Advisory meetings in Abingdon attended by me and an OCC Officer vehicle loading bays featured on their Agenda. I believe that Abingdon Town Council would support a move to lower the waiting time on ALL loading bays within the Town Centre consistent to Henley.</p> <p>I therefore propose that all loading bays named within this new draft Traffic Order are change to a maximum stay of 10 minutes.</p>
(2) Abingdon-on-Thames Town Council	<p><b>No objection</b> - Members of the Planning, Highways &amp; Consultations Committee noted the above and had no objections. However, they asked if the County Council would also consider re-surfacing the lay-by and the surrounding road area which has been in very poor condition for a number of years.</p>
(3) Local Resident, (Abingdon)	<p><b>No objection</b> - providing this does NOT jeopardise or shorten the amount of spaces for residents parking. It would be a great idea if "we" the residents could get parking permits for the spaces outside our property and not have the fast food outlets delivery drivers take our spaces when collecting food orders. I have also noticed that these delivery</p>

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	drivers drive their cars in and out of the spaces at high speed, I fear someone will get hurt or an accident happen.
(4) Local Resident, (Abingdon)	<b>Support</b> – No comments.
(5) Local Resident, (Oxford)	<b>Support</b> - I am broadly in support of the proposal. As parking and loading restrictions are being discussed for this northern layby, can I suggest that residential parking for the properties on this street (Ock Street 121-133) should be considered. Several of the residential properties here do not have off street parking and changing it from a 2-hour limited waiting to a 30-minute limited waiting unless residents, would be very useful for this layby, which gets very busy with traffic for the nearby takeaway restaurants.

Division(s): Division(s): Berinsfield and Garsington; Isis; Kennington and Radley

## **CABINET MEMBER FOR ENVIRONMENT – 14 NOVEMBER 2019**

### **OXFORD & KENNINGTON: A423 SOUTHERN BYPASS & LINKING ROADS – PROPOSED 50MPH & 40MPH SPEED LIMITS**

**Report by Director for Community Operations (Interim)**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve a 50mph speed limit on the A423 Oxford Southern bypass between its junctions with A34 Hinksey Hill interchange and the existing 50mph speed limit which terminates just north east of the Heyford Hill roundabout junction (and including also a 50mph speed limit on the slip road to Kennington village) and a 40mph speed limit on the Old Abingdon Road and Kennington Road between the A423 and the existing 30mph speed limits at their entries to Oxford City and Kennington village as advertised.

#### **Executive summary**

2. Speed limits 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 road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal to introduce a 50mph speed limit on the A423 Oxford Southern bypass between its junctions with A34 Hinksey Hill interchange and the existing 50mph speed limit which terminates just north east of the Heyford Hill roundabout junction (and including also a 50mph speed limit on the slip road to Kennington village), a 40mph speed limit on the Old Abingdon Road and Kennington Road between the A423 and the existing 30mph speed limits at their entries to Oxford city and Kennington village.

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward as a result of a review of safety on the A423 Oxford Southern bypass following the completion in late 2015 of the A423 Kennington Roundabout improvement. These speed limits were previously consulted on in 2017, with approval for the 50mph speed limit being given at the Cabinet Member for Environment decisions meeting on 29 June 2017 and the 40mph speed limit at the Cabinet Member for Environment decisions meeting on 7 September 2017. However, due to delays in their implementation, the council is required to reconsult on proposals as more than two years has elapsed since their original publication.

## Consultation

5. Formal consultation on the proposal was carried out between 3 October and 1 November 2019. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire & the Vale of White Horse District Councils, Oxford City Council, Kennington, South Hinksey, Sandford, Littlemore & Sunningwell Parish Councils and local County Councillors.
6. Thirty-one responses were received to the consultation. These are summarised in the table below:

Proposal	Support	Object	Neither/No opinion
Southern Bypass 50mph	17 (55%)	13 (42%)	1
Slip Road to Kennington 50mph	13 (42%)	16 (52%)	2
Slip Road to Old Abingdon Road & Kennington Road 40mph	12 (39%)	16 (52%)	3

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

## Response to objections and other comments

8. Thames Valley Police have not objected noting their response to the previous consultation in 2017.
9. The other responses, which included one from Cyclox, a group representing cycling interests in Oxford, with the remaining responses being from members of the public, included objections to all the speed limit reductions; while the majority of these were on the grounds that the speed limit reductions were unnecessary, several – including the Cyclox response - requested that the speed limit on the slip roads, Old Abingdon Road and Kennington Road should be reduced to 30mph to reduce the number of speed limit changes and to improve safety, in particular for cyclists.
10. In response to the above, the proposals are judged to be consistent with national guidance on setting local speed limits and in view of this and the expressions of support also received, together with the police response, it is recommended that they are approved, noting that the technical case for 30mph speed limits as requested by some of the objectors was carefully assessed in the previous consultation but were not considered then to be appropriate. For those respondents concerned that the proposed speed limits on the roads linking to the A423 Southern bypass are too high, it should also be noted that they are nevertheless being reduced from their current national speed limit status and, if approved, the effect of the changes will be monitored to ensure that they are operating safely.

## **How the Project supports LTP4 Objectives**

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

## **Financial and Staff Implications (including Revenue)**

12. Funding for the proposed measures has been provided by the Oxfordshire County Council capital programme.

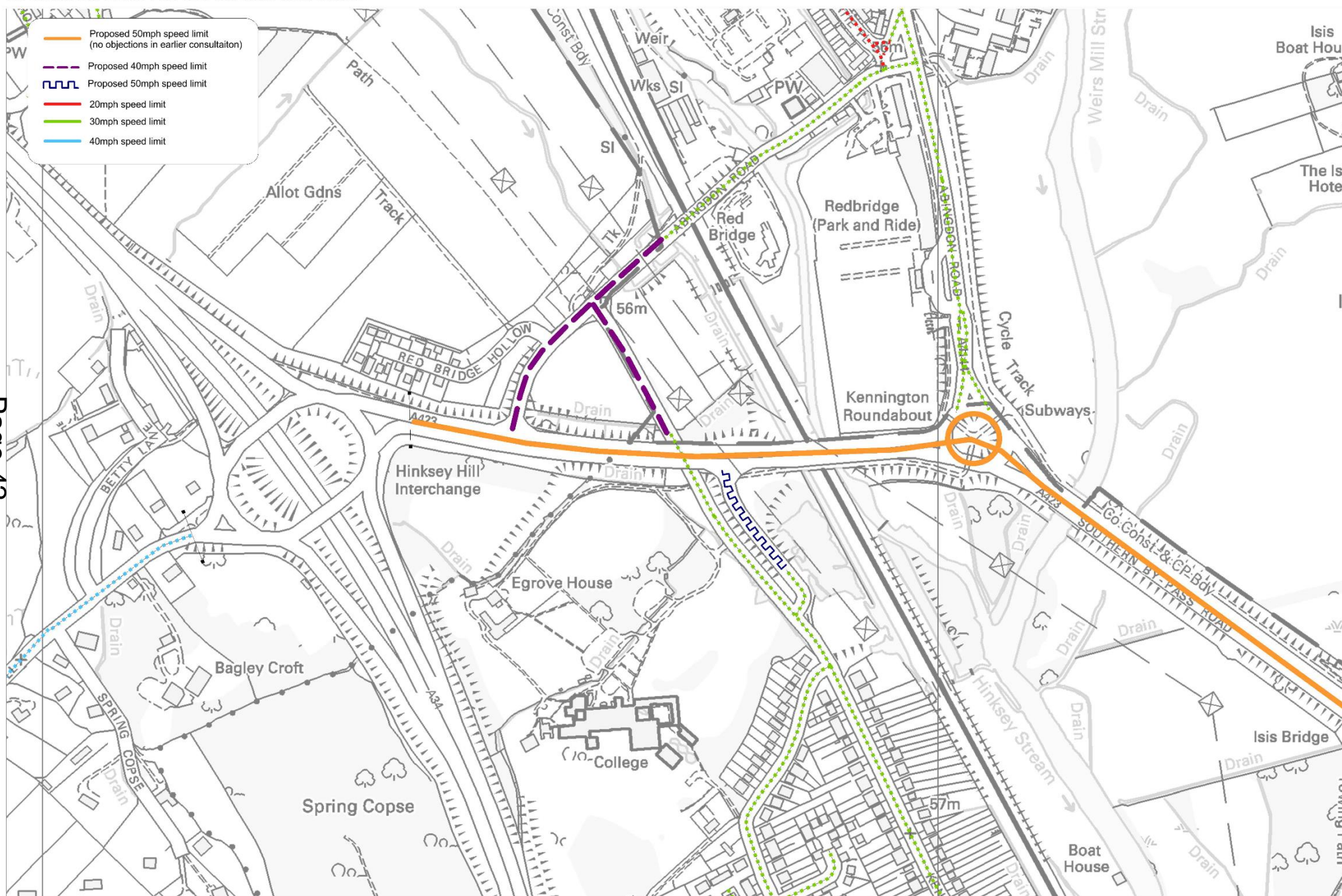
JASON RUSSELL

Director of Community Operations

Background papers:      Plan of proposed waiting restrictions  
   Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
   Pat Mulvihill 07831 097805

November 2019





RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – In line with previous response dated 10 <sup>th</sup> August 2017 I have no objection.
(2) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – As a local resident with good knowledge of this road I strongly object to the proposal to reduce the speed limit on the A423 Southern/Eastern Bypass.</p> <p>My grounds for this objection from national speed limit to 50 mph is as follows:</p> <ul style="list-style-type: none"> <li>- the reduction is unnecessary as the road between the Heyford Hill roundabout and Kennington roundabout is a straight dual carriageway with excellent visibility;</li> <li>- the change in speed limits will unnecessarily increase the journey times for motor cars with no justified benefit;</li> <li>- during morning and evening 'rush hour' the average speed on these roads is frequently below 50 mph, while the roads are often quiet outside this time – especially in the evening – the proposed measure is therefore disproportionate in its impact outside peak times; and</li> <li>- motorists will not expect a dual carriageway of this nature to have a speed limit of 50 mph and the measure is likely to cause confusion among motorists (and therefore be extensively ignored).</li> </ul> <p>Moreover, the Statement of Reasons provided does not substantively support the proposal because:</p> <ul style="list-style-type: none"> <li>- the statement makes reference to minimising danger to cyclists and pedestrians, however the road already has a completely separate pavement/cycleway separated from the road by a metal safety barrier and therefore the proposal will be largely ineffective in this aim (cyclists almost never cycle directly on the road as an out of town dual carriageway);</li> <li>- the statement makes reference to reducing confusion to motorists yet all motorists would naturally expect a road of this nature and layout to carry a national speed limit – the change is therefore more likely to increase confusion;</li> <li>- the statement makes reference to increasing the 'effective' passage of traffic yet, as described above, the proposed measures will significantly and unnecessarily increase the time taken for traffic to pass through the road outside peak times; and</li> <li>- no evidence has been provided that the proposed reduction would make the road significantly safer, or that any past</li> </ul>

# CMDE8

	<p>incidents have been caused by traffic travelling at speeds between 50 and 70 mph.</p> <p>In light of this objection, and the specific reasons provided above, I would appreciate if you could re-consider this proposal and not progress further. Should this not occur it is important that an updated statement of reasons be provided to address the failing described above.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Neither</b> – No comments.</p>
(3) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – No comments.</p>
(4) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – Reducing the speed limit should only be done once evidence is provided that it will indeed be beneficial, specifically in this instance.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – No comments.</p>
(5) unknown, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – No comments.</p>

(6) unknown, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – No comments.</p>
(7) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – No comments.</p>
(8) Local Resident, (Chipping Norton)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – The roads of Oxfordshire are already littered with random and irrelevant speed limit variations. They are accompanied by excessive levels of street furniture and the ever popular Speed Camera van operating in the name of “road safety”</p> <p>The ring road was built to get people round Oxford quickly, please remember that. If you’ve got money to spend please widen the ring road between the Banbury Road and the BMW garage westbound which for reasons no sane person can understand is only one lane wide.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – see above</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – see above</p>
(9) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – No comments.</p>

CMDE8

(10) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – It is already slow enough, this is just going to increase travel times for everyone</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – No comments.</p>
(11) Local Resident, (Abingdon)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – As an employee at the Mini factory, I regularly use these routes and reducing the speed limit will have no effect on traffic flow. Several times a day traffic is queued back from the Boars hill roundabout to Littlemore roundabout. Is it not time for Oxfordshire county council to look at building new roads to accommodate the rising number of housing and cars being produced in and around the area?</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – No comments.</p>
(12) Local Resident, (Abingdon)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – I travel this road out of rush hour daily and feel it doesn't need to be slowed down during this time. During rush hour it's generally slow moving traffic that doesn't need a speed limit.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – <i>(see comments above)</i></p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – <i>(see comments above)</i></p>
(13) Local Resident, (Bicester)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – Traffic in oxford is bad enough at times, slowing it down even more along unnecessary road that I need slowing down. Is pointless traffic needs to flow better not slower. Maybe fix the roads so they are smooth and easy to drive on instead.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – Same as above.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – Same as above.</p>

(14) Local Resident, (Abingdon)	<p><u>Southern Bypass 50mph</u> – <b>Object</b> – I object to this proposal as it will compound congestion on the road in question, cause longer delays to morning commutes, reduce economic productivity through increasing commute times, compound the number of cars idling in traffic and reducing air quality, and increase the number of commuters using alternative routes compounding congestion locally.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – I object to this proposal as it will compound congestion on the road in question, cause longer delays to morning commutes, reduce economic productivity through increasing commute times, compound the number of cars idling in traffic and reducing air quality, and increase the number of commuters using alternative routes compounding congestion locally.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – I object to this proposal as it will compound congestion on the road in question, cause longer delays to morning commutes, reduce economic productivity through increasing commute times, compound the number of cars idling in traffic and reducing air quality, and increase the number of commuters using alternative routes compounding congestion locally.</p>
(15) Local Resident, (Kennington)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – It makes the limits more consistent, so easier to understand/comply with.</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – Make it 30mph to be consistent with the Kennington Rd at the bottom. Also Cyclists/pedestrians will be crossing the slip road to get to the ring road cycle track, 50mph is too fast for this. Cyclists will be using the bottom half of the slip road – 30mph would be an appropriate limit for this use.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – 40mph is too fast for this road, and making it 30 mph would make the limit consistent with the Old Abingdon Rd and the Kennington Rd. Also Cyclists will need to cross the Old Abingdon Rd coming from/going to Hinksey roundabout via the cycle track. The residents of Hinksey Hollow need to be able to turn right safely into Red Bridge Hollow. All modes of transport will be stopping I bottom og the hill to turn right into Kennington Rd</p>
(16) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>No opinion</b> – No comments.</p>

CMDE8

	<u>Slip Road/Old Abingdon Road 40mph</u> – <b>No opinion</b> – No comments.
(17) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – I support setting a lower speed limit; there are many junctions and it's surprising that the limit wasn't imposed earlier.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – I support setting a lower speed limit; there are many junctions and it's surprising that the limit wasn't imposed earlier.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – I support setting a lower speed limit; there are many junctions and it's surprising that the limit wasn't imposed earlier.</p>
(18) Local Resident, (Kennington)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – I believe the changing of speed limits from 50 to 40 to 30 within a relatively short distance is unnecessary and potentially confusing. It should be 50 between the ring road and Redbridge Hollow and then 30.</p>
(19) Local Resident, (Kennington)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – No comments.</p>
(20) Local Resident, (Abingdon)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – No comments.</p>

(21) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – The Bypass is 50 – so this makes sense....I also believe the road to Kennington should be between 20-30 with the road humps already in place. Certainly no more than 30 for safety reasons...</p> <p><u>Slip Road 50mph</u> – <b>Object</b> – The By-pass is 50, so surely the slip road itself should be less down to 30 mph at most?...</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Object</b> – 30mph is surely fast enough for safety reasons...</p>
(22) Local Resident, (Kennington)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – No comments.</p>
(23) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – No comments.</p>
(24) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – It is INSANE to have an unrestricted speed limit on the Kennington Road, a key connector to the national cycle route 5, and where thousands of cyclists pass by and come into conflict with 60mph traffic. This must be done urgently.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – Drivers need to slow to 30 mph immediately after this. Is 50mph still to fast?</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – All of these speed limits are incorrect for the road usage and need</p>

	<p>updating urgently.</p> <p>With a speed survey you will probably find the majority of drivers being safe and with the proposed new speed limits already.</p>
(25) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – These are short stretches between roundabouts, and it is entirely unnecessary to get up to motorway speeds here. This causes unnecessary emissions. It could also make negotiating junctions safer.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – Makes sense to match with the ring road.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – I am extremely supportive of this, as I think the current derestricted limit encourages excess speed, making cycling along that section precarious. I'd suggest a continuation of the 30mph limit right to the top of Kennington Road.</p>
(26) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – At long last, about time this dangerous local race track was officially curbed, if only it would be properly enforced.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – As above</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – As above</p>
(27) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – The bypass encourages drivers to go fast, often above the speed limit. The 50mph limit will encourage people to go slower reducing noise pollution, improving air quality and reducing carbon emissions as well as improving safety.</p> <p>The same restriction is needed all the way along the northern bypass between Headington and Cutteslowe. Road noise spreads over a mile. Into the City.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – No comments.</p>



(28) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – No comments.</p>
(29) Local Resident, (Oxford)	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – Much of the rest of the ring road is 50mph anyway.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – This slip road is used by cyclists travelling between Kennington and the underpass under the Redbridge roundabout.</p> <p>Currently the slip road junction with the A423 is very dangerous as there is limited visibility for both cars and cyclists at the junction and there is no segregated cycle lane along the slip road.</p> <p>In addition, for cyclists going straight along the (narrow and overgrown) path towards the A34 roundabout, the dropped curbs on the two sides of the slip road aren't aligned, and there is no central island.</p> <p>Basically, this is a downright awful and dangerous junction.</p> <p>The slip road and ring road here should be at least lowered to 50mph in order to make this junction safer for cyclists and pedestrians.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – Similar comments to above – Old Abingdon Road in particular is used by many cyclists and turning right at the junction between OAR and the slip road is dangerous because drivers travel to/from the slip road at speed.</p>
(30) Cyclox & Cycling UK Oxford	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – more consistent limits on the ring road makes for better compliance/less confusion. That said, I do see (from the cycle track) quite a number of vehicles whose drivers more or less "floor it" from Kennington to Hinksey roundabouts (but rarely in the other direction).</p>

Slip Road 50mph – **Object** – It is too high a limit for this road.

- Once works (starting next week) are completed, cycle users will be crossing the slip road at about its mid point, where if allowed, vehicles will be at their maximum speed.
- There will still be pedestrians and cycle users crossing the top of the slip road (when travelling from Kennington roundabout to Hinksey roundabout and up Hinksey Hill/on towards Boars Hill).
- Cycle users will still be using both sides of the slip road on the bottom half of its length.
- You'd need a very powerful car and floor it to actually achieve 50 mph on the short stretch of slip road (that has a sharp bend at each end) and stop at the other end, so you are basically proposing an unachievable speed limit!
- As a daily user of this slip road (to access the A423 cycle track), I rarely see fast vehicles on this slip road. The few fast vehicles I see invariably are travelling uphill towards the A423, never towards Kennington, so a 30 limit will make no difference to most drivers who already drive in a sensible manner.
- The Kennington Road at the bottom has a 30mph limit. It would be clearer/more consistent to make the slip road 30 mph to tie in with the Kennington Road.

Slip Road/Old Abingdon Road 40mph – **Object** – it is too high a limit for this road.

- Cycle users from Hinksey Hill will be joining the road from the off road cycle track (either at Red Bridge Hollow turning (travellers site), or on the bend at the A423 exit - the latter often preferable as the Red Bridge Hollow site has a high kerb - it is lowered, but not to standard, so it is too high). There is no cycle facility/provision between the Red Bridge Hollow and the start of the cycle track over Red Bridge railway bridge, and the road is not very wide.
- Cycle users from Oxford travelling towards Hinksey Hill need to wait in the middle road to turn right at the Red Bridge Hollow turning to gain access to the cycle track to Hinksey Hill roundabout. The residents of the travellers site also have to do this in their motor vehicles as well.
- Users of various travel modes after exiting the A423 have to stop at the bottom of the hill to turn right into Kennington Road.
- Having a 30 limit on these roads will make it more consistent with the rest of Old Abingdon Road and the rest of Kennington Road.
- In 2016 there were 3 cycle - motor vehicle accidents on this section of road.

Thus we propose the slip road is made a 30 mph speed limit for the benefit of vulnerable road users, and to further the aims of the County Council's LTP4's aims and objectives.

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<p>(31) Local Resident, (Oxford)</p>	<p><u>Southern Bypass 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road 50mph</u> – <b>Support</b> – No comments.</p> <p><u>Slip Road/Old Abingdon Road 40mph</u> – <b>Support</b> – No comments.</p>
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## **CABINET MEMBER FOR ENVIRONMENT – 14 NOVEMBER 2019**

### **CHARLBURY - PROPOSED 20MPH SPEED LIMIT & EXTENSION OF 30MPH SPEED LIMIT**

**Report by Director for Community Operations (Interim)**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the 20mph speed limit within Charlbury and extension of the existing 30mph speed limit on the B4022 Banbury Hill as advertised.

#### **Executive summary**

2. Speed limits 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 road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal to introduce a 20mph speed limit within Charlbury and extend the existing 30mph speed limit on the B4022 Banbury Hill.

#### **Background**

4. The above proposals as shown at Annex 1 have been put forward by Charlbury Town Council.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 10 October and 8 November 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, Local Bus Company, Charlbury Town Council, West Oxfordshire District Council and the local County Councillor.
6. Eighty-one responses were received from members of the public, mainly residents of Charlbury, as recorded at Annex 2. Copies of the full responses are available for inspection by County Councillors.
7. Thames Valley Police, while acknowledging that the proposals for the 20mph speed limit included the town centre where speeds appear to be compliant with national guidance on 20mph speed limits, objected to the extent of the

proposed 20mph limit on the B4022 Banbury Hill and also at Park Street/Grammar School Hill which, from the speed data supplied and knowledge of the site respectively, were considered to be unrealistic on account of average speeds being higher than 24mph. In response to the above it is accepted that a technical assessment applying Department for Transport speed limit guidance would flag the length of the proposed limit on the B4022 Banbury Hill in particular as requiring supporting traffic calming measures and it is recommended that, should the limit be approved, a speed survey here (and at Park Street) are carried out to assess its effectiveness and the need for a review of supporting measures or an amendment to the extent of the 20mph limit as appropriate. It should be noted that the extent of the 20mph speed limit reflects the wishes of Charlbury Town Council, which is funding the scheme.

## **Response to objections and other comments**

### **Proposed 20mph speed limit**

8. Four objections were received from members of the public with seventy-four expressions of support and four responses expressing no comment or opinion.
9. Objections were on the grounds that the 20mph speed limit was unnecessary taking account of current speeds, and also the speed limit signing would add to clutter on the attractive roads within the centre of the town. While accepting that sign only twenty mph limits (i.e. without supporting traffic calming measures) as proposed here will not have a great effect on traffic speeds at least in the short term, the limit should serve to remind road users of the need for low speeds taking account of the character of the roads and the comparatively high level of pedestrian movements.
10. Although the overall balance of opinion from the other members of the public responding was very positive, a number of responses requested that the proposed 20mph limit be extended to other roads, in particular on The Slade by the primary school.
11. Acknowledging the above responses and a number of additional comments on the current traffic issues in the town with requests for other measures to address these, the proposed 20mph speed limit is considered consistent with national guidance on setting local speed limits and, while not ruling out the extension of the limit to other roads, these would require additional supporting measures on account of the current speeds on these roads, for which at present there is no funding.

### **Proposed 30mph speed limit extension**

12. Four objections were received from members of the public, with sixty-nine expressions of support and eight responses expressing no comment or opinion. The grounds for objection cited were the lack of need given the absence of road side development or pedestrian usage of the affected length of the B4022. While accepting that the compliance of the proposed extended

30mph limit with national guidance on setting local speed limits is marginal due to the lack of road side development, the extension of the limit is required to accommodate the desired start of the 20mph limit on the B4022 Banbury Hill, noting also that the length of the extension is comparatively short, but ensures that the guidance on the minimum length of speed limits is complied with.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

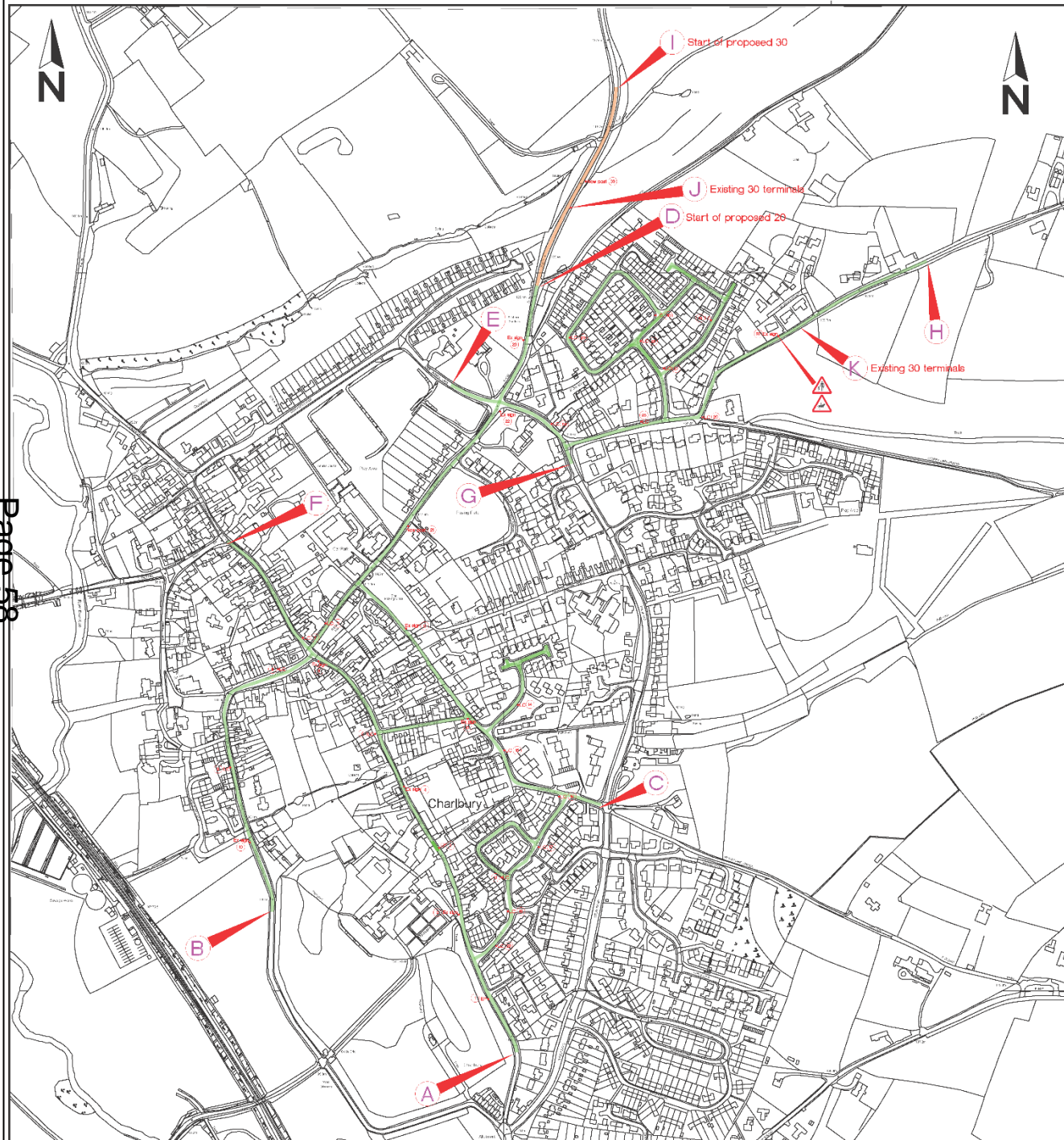
14. Funding for the proposed speed limits has been provided by Charlbury Town Council

OWEN JENKINS  
Director of Community Operations

Background papers:      Plan of proposed waiting restrictions  
   Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
   James Wright 07789 926984

November 2019



- A
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- 33

Supply and erect new poles and signs

20 30 20 30

Supply and erect new poles and signs

20 30 20 30

Disconnect and remove illuminated assemblies. Supply and erect new poles and signs

20 30 20 30

Supply and erect new poles and signs

20 30 20 30

Supply and erect new poles and signs

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Disconnect and remove illuminated assemblies. Supply and erect new poles and signs

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Supply and erect new poles and signs

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Re erect direction sign and post from it conforms with new 200mm PCN

20 20

Re erect direction sign and post from it

30 30

Existing termite signs to be taken up and relocated to position 11

30 30

Existing termite signs to be taken up and relocated to position 11

30 30

Recreate sign locations - new post road

20 20

Recreate sign locations - post of sign mounted back to back on meeting post

Drawing No.		Revision 0	
<b>Key</b>		<b>ANNEX 1</b>	
<p>— Roads subject to 20mph speed limit</p> <p>A) Hixet Wood 102m north from its junction with Five Ways.</p> <p>B) Grammar School Hill 15m south of its junction with Clarendon Court</p> <p>C) Dancers Hill From its junction with the B4022 Sturt Road.</p> <p>D) B4022 Banbury Hill 75m north from its junction with Hundley way.</p> <p>E) Nine Acres Lane 86m west from its junction with Emsone road.</p> <p>F) Market Street West from its junction with Dyers Hill / Thames Street.</p> <p>G) B4022 The Slade 28m south of its junction with Ditchley Road.</p> <p>H) Ditchley Road From a point 170m north east of its junction with Kearsay Court.</p> <p>— Roads subject to 30mph speed limit</p> <p>I) B4022 From a point approx 300m north of Hundley Way</p>			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p>			
Project title			
PROPOSED SPEED LIMITS			
Drawing title			
CHARLBURY			
Drawing Status			
Scale @ A3	Drawn by GG	Checked by	Approved by
N.T.S.	Date drawn 06/19	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	



RESPONDENT	SUMMARISED COMMENTS
<i>Email Responses</i>	
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> - I am familiar with the town and know the roads quite well. I am generally pleased that a sensible approach on the whole to a limited application to most central urban roads where speeds are likely to be compliant (within 24/25mph), rather than wider approach and application without physical measures which I note are not on the agenda?</p> <p>Our response reflects our consistent policy where we are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character function with driver perception.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85<sup>th</sup> percentile speed. If the 85<sup>th</sup> percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. I have had site of recent speed data from Oxfordshire County Council taken on these roads as part of this proposal. I am also aware Highway Authorities prefer to use Mean speed rather than 85<sup>th</sup> percentile. Speeds supplied for the B4022 appear above this level and are therefore unacceptable? Our mobile approach to enforcement is not applicable to 20mph limits.</p> <p>There is a proven link between road environment/character and drivers speed. Drivers must respect the need for a speed limit. If not accepted as realistic from our experience, a limit will quickly be abused and be the source of constant demands for police action which will not be the answer. Communities not privy to this response will despite our advice be unhappy and dissatisfied with the residual situation which Police activity could never satisfy in any event.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013)</p>

	<p>when responding to Highway Authorities in an effort to promote consistency and passive compliance which is essential. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards for example junctions or reduced forward visibility, and that 20mph areas be self-enforcing.</p> <p>The police stance firmly reflects DfT advice that 20 mph limits are self-enforcing but is often ignored something we would urge the Highway Authority to reconsider. The speed data provided suggests that the B4022 STRETCHES OUT TOO FAR FROM THE VILLAGE FOR INCLUSION and would not meet the criteria currently, exceeding 24mph (4 mph above the speed limit) accepted upper limit.</p> <p>Whilst no data is supplied for the Grammar School Hill entry section, this area is also likely from my site visits to have higher speeds. This area has a Nursery school and often gets parked up by vehicles at material times which will temper speeds but in free flow conditions leave residual speeds above 24mph which is unacceptable to us. Physical measures here could be the key to compliance?!</p> <p>In the current design Thames Valley Police object to the proposal but would consider it in general terms with amendment to the two areas subject to comment.</p>
( ) Local Resident, (Charlbury)	<p><b>Concerns</b> – Along with other parents I am very concerned the 20mph will not extent along The Slade between Enstone road junction beyond the school.</p> <p>Having carried out consultations with some of the children for the neighbourhood plan events and spoken to parents there is great concern about the speed of traffic past the school and danger to children crossing. particular as the crossing lady is only there at the start and end of the day, not after clubs or at any other times. That section is also used when crossing to access the park by children.</p> <p>Many of us are hoping the 20mph limit will be implemented along The Slade. This is the fastest section of road. Many of the areas in town such as Market Street and Church Street are impossible to drive at high speeds down due to parking and other traffic calming.</p> <p>The priority for many of us is to reduce the traffic speed on The Slade. I believe recent traffic monitoring</p>

	exercises show this is often in excess of 30mph.
( ) Local Resident, (Charlbury)	<p><b>Concerns</b> – The original overall brief for 20mph zones agreed between OCC and Thames Valley Police was that they should be areas where the speed was largely self-enforcing due to the nature of the road, parked cars etc. Most of central Charlbury fits the bill. Personally, I think that the whole central area of Charlbury should be 20 mph including ALL of Park Street, Thames Street and Dyers Hill as far as the bridge over the Evenlode.</p> <p>At the moment some of Park Street and all of Dyers Hill seem to be omitted from the OCC proposals. Zoning ALL of Park Street as 20mph would help dissuade its use as a through route. Chopping and changing speed limits over short distances is a distraction and road safety hazard in itself.</p> <p>There should be NO new 20mph zone on the main through route that by-passes the town centre. The Enstone Road crossroads should be made into a three way Give Way thereby massively slowing traffic approaching from Enstone that can currently head into the Town Centre unabated. Between this crossroads and the Town Centre should be included in the 20mph central zone. As regards the thorny issue of speeding on The Slade, speed activated traffic lights work well in Switzerland – go too fast and traffic lights up the road turn red, imposing a stop-go penalty. The delay annoyance to other motorists soon enforces the speeders' compliance! The existing pelican crossing could be used experimentally?</p> <p>I don't know enough about the law as it relates to 20 mph zones, but it seems to me that pedestrian crossings in 20mph zones could be made simpler, as in many foreign countries, with just white paint across the road, no expensive light systems etc. Lower costs would facilitate more pedestrian crossings within 20mph residential areas.</p> <p>I note the proposal to extend the 30mph limit up Banbury Hill (B4022). There is an even better case to extend the 30mph limit on the B4026 all the way to Spelsbury. Both roads have campsites which generate pedestrian traffic during the summer months, but whereas a farmer has provided a permissive path between Banbury Hill Farm and the current 30 mph limit, there is no footpath or even roadside verge to walk upon between Cotswolds Camping and Charlbury. Furthermore, a 30mph limit would protect vehicular access and egress from the furniture workshop/ Cotswold Camping where the sightlines / vision splays are very poor compared with those at Banbury Hill Farm. There is a certain irony that taxpayer's money has recently been spent on erecting a new sign on our approach to Charlbury welcoming walkers and cyclists, when there is no footpath or usable verge on this route. By the way, shouldn't we be welcoming everyone? At least with the removal of the old sign Please Drive Carefully has disappeared!</p>

	<p>What is needed every bit as urgently is some parking enforcement re illegal parking on the junction at the bottom of Nine Acre and some parking restrictions up to New Barn Garage to dissuade all day parking by rail commuters. Larger vehicles including ambulances and fire engines struggle to get through. There are some other places in Charlbury where parking is very poor or even illegal e.g. Enstone Road heading into town where vehicles are often parked on the right facing downhill after dark, thereby not showing red reflectors to uphill traffic leaving Charlbury. The last time their owners read the Highway Code was probably when they took their driving test! A holistic approach to road safety is what is required from ALL relevant authorities. It's not all about speeding.</p>
( ) Local Resident, (Charlbury)	<p><b>Concerns</b> – Overall, we support the proposed introduction of a 20mph speed limit in Charlbury.</p> <p>However, we are very concerned that one particularly hazardous stretch of road has currently been excluded from the proposed 20 mph zone. According to the plan, only a short stretch of The Slade lies within this zone, running from the Enstone Road crossroads to the point marked G on the plan, part-way between the entrances to Ditchley Road and Wychwood Close. To the southeast of this point, The Slade is already subject to a 20mph limit where the street passes the primary school, but only at specific times of day.</p> <p>Further south again, The Slade runs downhill to the bottom of the valley, then rises past the junction with Dancers Hill, where it becomes Sturt Road. This particular stretch can be very dangerous for pedestrians using the public footpaths that cross the road, on account of the poor visibility and the fast-moving traffic. Specifically, the pedestrian exit from Woody Lane towards Dancers Hill has very limited visibility to the right (looking northwards) because of the bend in the road, and while there is a mirror on the opposite side of the road, this does not provide adequate warning of traffic coming up the hill.</p> <p>At the valley bottom, footpath 156/15 extends on both sides of the road. Because of the gradients, traffic – including bicycles – approaches quickly from both directions, again with limited visibility towards Sturt Road because of the bend in the road. We believe that these two factors – the existing but only part-time 20 mph limit past the school, and the risk to pedestrians trying to cross the road from public rights of way – make it imperative that the 20 mph zone be extended for the whole length of The Slade, and into Sturt Road as far as its junctions with Lee Close and Lees Heights. That will bring significant safety benefits for pedestrians and road users alike, at very little additional cost to that already incurred for the scheme as it is currently proposed.</p>

<p>( ) Local Resident, (Charlbury)</p>	<p><b>Concerns</b> – We welcome it wholeheartedly. We have long felt that it is crazy to allow cars to drive at 30 mph in the streets of this town. Many car drivers think that if 30 is the limit then 30 is a safe speed at which to drive.</p> <p>However, we strongly believe that the proposal does not go far enough. My wife and I live at 38 The Slade, OX73SJ, almost directly opposite the entrance to Crawborough. We, therefore, have to cross The Slade at that point to get into the centre of Charlbury many times a day. We suggest that the 20mph zone should be extended well beyond the Ditchley Road as currently proposed to cover the Slade some way down the dip past Crawborough.</p> <p>Many people cross the Slade at that point as it is one of the main pedestrian routes from the centre to the houses along the Slade and in the Ticknell Piece area. It also leads to the Bowls Club, the skateboard park, the Jubilee Wood and the popular footpaths heading towards Dustfield Farm and beyond. It is directly opposite the Primary School which also generates a lot of pedestrian traffic. Apart from Ticknell Piece, there are in the immediate vicinity two lanes serving a few houses each to the north of the Slade.</p> <p>It is a difficult crossing as visibility is limited by the bend. When we cross from the Crawborough side, we often have to start to run as vehicles appear from round the bend. That is a bit of a problem as our combined ages are around 150.</p> <p>The limit is already reduced to 20 at certain times for school access. That limit should be made permanent.</p>
<p><i>Online Responses</i></p>	
<p>Local Resident (Charlbury)</p>	<p><u>20mph Speed Limit</u> - <b>Object</b> - It's very hard for vehicles to go above this speed because of width and the amount of parked cars. There is no need to change the limit. It also doesn't impact areas that really would benefit (eg the Slade)</p> <p><u>30mph Speed Limit</u> - <b>No opinion</b> - No comments.</p>
<p>Local Resident (Charlbury)</p>	<p><u>20mph Speed Limit</u> - <b>Object</b> - Signage is an unnecessary addition to the 'townscape'. 20mph limits are known to be ineffective and largely ignored, particularly with no visible "policing" and or physical restraints, such as speed bumps.</p> <p>What evidence is there of speed in excess of 20 mph in the town centre? The problem area is The Slade and Sturt road.</p>

	<u>30mph Speed Limit</u> - <b>Support</b> - No comments.
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Object</b> - I consider that this an unnecessary change since most drivers can only do speeds no greater than 25mph within the centre of town and this change will do nothing to catch those persons driving The problem for pedestrians is that many perceive traffic is moving at much faster speeds simply because of the narrow streets A one way system through the town would much more effective</p> <p><u>30mph Speed Limit</u> - <b>Neither</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Neither</b> - I would have thought that because the primary school is just off The Slade, it would be better to start the 20mph limit on the approach to the school (from Witney) and all the way down to the Enstone Crossroads and beyond. Many of the area you have designated as to be 20 mph, it is not possible to do and in fact the WHOLE of Charlbury should be 20 mph.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Neither</b> - Whilst I welcome this measure in an attempt to reduce the speed of motorists within the town (if there is tangible evidence to show that 20mph signage actually make a permanent difference), I really do think that if budget is squeezed, priority should be given to the most affected areas within Charlbury, namely those areas where there have been the most accidents and recorded incidents of speeding vehicles. This is along The Slade, the Enstone crossroads and Sturt Road. There are incidences of pedestrians having died along The Slade and Sturt Road as a result of being hit by motorists. As is well documented, 20mph would reduce the risk of death considerably. Also other non-fatal serious accidents recently along The Slade and at the Enstone crossroads. To not include some of these areas (namely long sections of The Slade and entirety of Sturt Road) within this scheme and spend money elsewhere where recorded accidents are not as high; where people haven't died, simply isn't right and could be considered negligent of OCC given the recorded existing evidence and if accidents occurred as a result of excessive speed in the future within these highlighted but excluded areas</p> <p>Please remember that many children walk to and from school along The Slade every single week day. the primary school itself is located off The Slade. Whilst there is a temporary 20mph scheme at certain times of the day to slow motorists when arriving / leaving school, this doesn't extend far enough along The Slade. I have lost count of the</p>

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	<p>number of times I have seen near misses including large lorries, busses, etc. The risk for pedestrians along this dangerous stretch of road is considerable and reducing this risk must surely be a priority. As a bare minimum the 20mph scheme should be increased to cover between points G and C along the B4022.</p> <p><u>20mph Speed Limit</u> - <b>Neither</b> - Possibly a good idea but I question how many drivers will actually stick to it.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I would like the 20mph extended to cover the road from Five ways to the Slade and up to the Enstone road junction. This would include Sturt Road and the Slade. This road is used as access to the school, a lot of children walk to school and have to contend with vehicles driving at speed. Not only is this putting lives at risk, the higher speeds produce more emissions. Reducing the speed to 20mph would have a huge improvement in safety and air quality. I believe the whole of Charlbury should be a 20mph limit area.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I fully support the introduction of a 20mph speed limit within Charlbury. I would also like the 20mph speed limit to apply to The Slade and Sturt Road. There are only two controlled crossing points on the road, one of which only applies when school children are going to and from school, meaning pedestrians have to take care when crossing. A number of families with children and elderly residents live along The Slade and Sturt Road and they face daily problems when trying to cross to reach the bus-stops for Chipping Norton, Oxford and Witney.</p> <p>If a 20mph speed limit is being introduced in Chipping Norton town centre there should also be a 20mph speed limit throughout Charlbury.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - About time.</p>

Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Narrow streets in Charlbury mean that traffic travelling at more than 30mph cause pedestrian hazards</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - The cross roads is an accident black spot. Reducing speed before the junction should make it safer both for traffic and pedestrians</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I support what's proposed and would like to advocate for two further elements to be included in the scheme.</p> <ol style="list-style-type: none"> <li>1. Include the entirety of The Slade, as far as the "Five Ways" junction, in the 20mph limit, due to the high number of residential streets joining The Slade and providing walking / cycling routes to the town centre, station and school (particularly as a 20mph limit might encourage more parents and children to walk/cycle to school along The Slade instead of driving).</li> <li>2. Further extend the 30mph limit on the B4022 Banbury Hill - see below.</li> </ol> <p><u>30mph Speed Limit</u> - <b>Support</b> - I support the extension but would advocate for it being moved even further north. Rather than just "by 118 metres to a point 300 metres northeast of its junction with Hundley Way" I would like to see the 30mph limit extend to the other side of the entrance to Banbury Hill Farm, as there is a footpath popular with walkers and families which crosses the B4022 near there and suffers from fast traffic. Including that stretch in the 30mph zone would encourage walking and cycling to and from Banbury Hill Farm, which is a popular local attraction, particularly for families with young children.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - The centre of town has been crying out for 20 mph speed limits for some years and it should have been done some year ago.</p> <p><u>30mph Speed Limit</u> - <b>No opinion</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Query why the B4022 between Five Ways and Ditchley Road, including pass the primary school has not been included in the 20mph Speed Limit. Traffic on this road often moves faster than 30mph. Poor visibility due to the dip in the road between Five Ways and the School is dangerous and has led to one fatality in</p>



CMDE9

	<p>the last 8 years. Any restrictions in speed to the stretch of road or other speed limiting measures would be welcomed.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - Query why the B4022 between Five Ways and Ditchley Road, including pass the primary school has not been included in the 20mph Speed Limit. Traffic on this road often moves faster than 30mph. Poor visibility due to the dip in the road between Five Ways and the School is dangerous and has led to one fatality in the last 8 years. Any restrictions in speed to the stretch of road or other speed limiting measures would be welcomed.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - It would also be good to put double yellow lines around the corner on Grammar School Hill as a crash will occur soon on this corner as a result of cars parking on this corner.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I live very close to the Enstone Road crossroads and use this daily, often with my young son. The current crossing is dangerous due to the fast approach from The Slade or Banbury Hill around blind corners. I have also witnessed a number of actual accidents due to excessive speed.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I support a 20-mph limit for the whole of the town and I do not understand why The Slade is not included in the proposal. This road is blighted by speeding vehicles. There are many houses accessing the road and it can be very dangerous. It should be included.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - Traffic needs to be slowed down more effectively before the Enstone road crossroads</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I strongly support this because I believe it will improve pedestrian safety. However, I would like to request that there is sufficient enforcement do that it is not ignored.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - I also think there needs to be another way of warning cars that they are approaching the Enstone road crossroads eg a rumble strip as too many cars approach too fast</p>

Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I walk daily into Charlbury Town Centre from my home off Ditchley Road. Pedestrians have to cross the road at several points in Charlbury owing to the footways not being continuous. This applies especially to the Enstone Road crossroads where there is currently no crossing point from which approaching vehicles can all be seen. At busy times this area is hazardous for pedestrians and has in addition seen a number of significant accidents in recent years. With traffic becoming busier the hazards will only increase and a 20mph limit will mitigate the dangers and subsequent damage if collisions do occur.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - I regularly observe traffic apparently speeding well into the existing 30mph limit here. The extension would help ensure that vehicles were travelling more slowly as they approach the Enstone Road crossroads.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - On The Slade in particular, I would have preferred the introduction of traffic narrowing/calming measures, such as have been put in place in Aynho, Oxfordshire, rather than a 20 mph area zone, because I doubt that enforcement of a 20 mph limit will happen. Much of the current speeding on The Slade happens during the night and in the early morning, which is not when our local monitoring team, let alone the police, are watching. I am led to believe it is the cost of any new road safety scheme, other than 20 mph limits, which is prohibitive.</p> <p>Although I support the introduction of 20 mph limits in the town centre, I don't think that will solve the problem of speeding on The Slade, Enstone Road or other outlying roads. I question that a considerable amount of money will be spent on introducing that limit on the outlying roads just because that is the only affordable option.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I walk and cycle extensively in and around the town and I am strongly in favour of this 20mph limit.</p> <p>In particular the pavement in Park St is very narrow and can barely accommodate buggies that are used every day to take toddlers to the old Grammar school preschool just up from my house.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>

CMDE9

Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - It's a very good idea, but it's not clear if the entire Enstone Road is included from the entry point to the town, all the way to where the Co-op is. All roads should be 20!</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Please could the 20mph limit be extended to the whole of Pound Hill in Charlbury. There is no foot path for much of this stretch of road and cars are going in excess of 30mph. Dangerous for children and the elderly. A neighbour has been hit by a car on this stretch of road.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Cars travel at a ridiculous speed through Charlbury causing a danger to people and property</p> <p><u>30mph Speed Limit</u> – <b>Support</b> - From Banbury Hill you eventually encounter a busy cross road which cars often do not reduce speed for</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Please can we make sure that the 20mile speed limit extends all the way along Thames Street and down to the bottom of Pound Hill where the current 30mph limit starts. People drive down Nine Acres at the moment, then turn right down Pound Hill and think they are on a race track!</p>

	<u>30mph Speed Limit</u> - <b>Support</b> - No comments.
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I support the proposed 20 mph speed limit however I do not think it goes far enough. Surely the limit on The Slade should cover all of that road and not stop just short of Wychwood Close? At the very least I think it should extend beyond Crawborough to Hill Close or Dancers Hill given the location of the Primary School - a 20mph around the site of the school would be hugely beneficial for the safety of the children.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Abingdon)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - The 20MPH limit should be extended to cover the whole of Charlbury, rather than the limited areas proposed. All residents would then benefit from improved safety and have reduced traffic noise intrusion. I daily walk along Sturt Road and The Slade, these currently suffer greatly in these respects. The current Department for Transport circular dated January-2013 (available at <a href="https://www.gov.uk/government/publications/setting-local-speed-limits">https://www.gov.uk/government/publications/setting-local-speed-limits</a>) allows area-wide 20MPH limits to be set, even on roads that currently have an annual average daily traffic (AADT) count of greater than 24MPH: paragraphs 95 – 101 in the DfT circular describe this.</p> <p>Several towns and cities throughout the country have already set up an area-wide 20MPH limit in-line with the above DfT circular: there is no need for traffic calming (speed humps, chicanes, etc.) to be provided within it, so the implementation costs are minimized.</p>

	<u>30mph Speed Limit</u> - <b>Support</b> - No comments.
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Charlbury has become increasingly busy with traffic passing through over the 5 years I have lived there. There are a lot of people who unnecessarily speed and reducing the speed limit to 20mph would help the town feel much safer. There are a large number of families with small children living here who all walk to school, to the shops, etc. Slowing down the traffic would make Charlbury a much nicer and safer place to be.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - I live on Hundley Way which comes out onto the B4022. People really speed up the hill into Charlbury and round the corner to the Enstone crossroads. Currently this stretch of road to the crossroads feels very exposed and quite dangerous as a pedestrian. We walk with our children every day along this stretch of road. There is no safe place to cross as people often come up and round so fast that they are upon you before you have even got halfway across the road. Putting a crossing in at or near this junction for pedestrians I think is another high priority. Car drivers also edge out of the junctions because they can't safely see past the toll house to the right. As a pedestrian and cyclist I find this an accident waiting to happen. Any traffic calming that can be done on this stretch would be gratefully received by all residents.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I live on Park Street which leads to Grammar School Hill and am quite shocked at the speed some drivers go along this narrow road. It is a route that many young children walk on their way to the Charlbury pre-School so speeding can a danger to them and their parents. Anything that will slow drivers down along this stretch of road and in the town centre will be beneficial to residents and pedestrians.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - Many cars go too fast as they approach Charlbury so extending the 30mph speed limit on Banbury Hill will be a good thing. Some people walk along that road to get to the camp site.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I live on Park Street so am very aware of the hazards of speeding cars on this route. We have long requested this move.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>

Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - Please could a similar extension be considered on the B4026 Spelsbury Road? For traffic entering Charlbury on this road the speed limit sign is positioned shortly after rounding a bend and as the road descends downhill. In my experience, most traffic is still going faster than 30 mph by the time it reaches the foot of this hill since most vehicles seem to illuminate the speed warning sign located there. Similarly, traffic leaving the town descends a steep hill (Pound Hill) and many vehicles seem to round the bend at the foot of that hill at excessive and dangerous speed and are travelling well in excess of 30 mph long before they reach the current change of speed limit sign. Speeding traffic along this very winding section of road between Charlbury and Spelsbury (which has no pavement at any point and a number of blind bends) poses a huge hazard to pedestrians (many residents of the properties along it regularly walk into and from the town and walkers access the Oxfordshire Way and Watery Lane); to horses and their riders, and to cyclists (it is a well-used cycle route). The warning sign alerting motorists to possible pedestrians in the road should also be positioned well before traffic enters the town.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - The entire town is over-run with traffic. A speed limit of 20mph is essential throughout the town. Picking out a few streets will not stop speeding, as the foot will go down on the accelerator as soon as the individual restricted street is left behind. Please make the whole town a 20mph limit. This would encourage other towns and villages to do the same. We need this to go national so that everybody knows to slow down in towns, cities and villages. Thank you.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - See above comment.</p>
Local Resident (Woodstock)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - On the grounds of safety, lowering of emissions, and noise pollution I absolutely support any proposals to introduce the further speed restrictions to 20 mph and extension to the 30 mph zones in Charlbury and look forward to the implementation of these. These lower speeds will hopefully help to bring less aggressive driving practices as well. The only sadness for me with these plans is that not all of Charlbury is going to be subject of the 20mph scheme. Busy through roads like The Slade, Sturt Road, and Nine Acres Lane are not part of</p>

	<p>the proposals. These roads are abused constantly by drivers not obeying the 30 mph restrictions and so lowering these areas to 20 mph seems the right thing to do otherwise we end up with a two-tier system which will benefit some residents and other residents who gain nothing.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - This speed extension will hopefully push back traffic to it slow down before entering Charlbury and prepare vehicles for the 20mph area. The Enstone Road entry point is currently an area of constant speed abuse and an area of danger to residents.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Great news for people with young children (I am one of very many parents in Charlbury).</p> <p>BUT you must include the Slade where it passes the primary school (from the corner of Ditchley Rd to the bottom of the dip in the Slade). Even with a refuge it is difficult and dangerous to cross that road with children when cars race past doing at least 30mph. Please.</p> <p>The proposed limit goes from the Enstone X-roads to Ditchley Rd, then stops. Nothing by Ticknell Piece or Crawborough. Outside school has flashing lights for 20mph at main school commute times but not 4pm, 5pm, or any other time of the day on a road with poor visibility left and right: heading north, cars appear out of nowhere from behind parked cars on your left (on the Slade towards Ditchley Rd) and cars suddenly bear down on your from the right as they barrel over the top of the hill up the Slade. Even using the pedestrian refuge is difficult and stressful with kids as by the time the road is clear one way and you reach the middle, a car is racing towards you from the other direction. Needs to be 20mph all past Ticknell Piece and Crawborough 24/7.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - The approach to the town from the north is lethal. Glad to see the limit reduced. Please include enforcement. The crossroads is as your stats will show awful to cross on foot as well as by car and bike. Proper traffic calming is needed there, and zebra crossings all around.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>

## CMDE9

Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I live on Hundley Way / Enstone Road with two small children. Crossing the road is very hazardous, with many drivers exceeding the 30 mile an hour speed limit and coming round the corner at speed unaware there could be people crossing. Anything that can be done to encourage drivers to reduce speed and make things safer should definitely be supported.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - 20mph zone must include area at top of Banbury Hill near Hundley way and must include zone around the school.</p> <p><u>30mph Speed Limit</u> - <b>Object</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - This is an essential action in all parts of the town urgently. A permanent 20 MPH SHOULD ALSO BE EXTENDED TO BOTH SIDES OF Charlbury Primary School on THE SLADE AND NINE ACRES LANE, as a residential area.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - Most drivers race along this section without due attention to other road users especially pedestrians.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Excellent idea, no downside.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>



Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - The speed restriction will help with improving the experience of living in Charlbury, as well as safety, in particular for pedestrians. It will emphasise that the town is for living in and the streets are for all - rather than prioritising fast transport by car.</p> <p>It would be ideal if the entire length of The Slade (B4022), including the start of Woodstock road could be included as well, as (speeding) traffic on this stretch is both affecting safety and causing a lot of noise and inconvenience, especially for the Primary School.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - The Enstone road junction is dangerous due to the lack of visibility for traffic coming from The Slade, so slowing down traffic in the run up to it is really important. This is an excellent idea, in combination with the 20mph limit at the junction itself.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - This would be a very valuable improvement to life in Charlbury.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - The speed of entry of many vehicles into Charlbury on this road is far too fast. Extending the speed limit should help considerably.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Feel strongly in favour of this - children's lives at stake.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Greater extension to include the school crossing point would also be welcomed.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - I have an allotment on this road and crossing out of the gate opposite Hundley Way is currently scary and dangerous, particularly when my children are with me. cars' acceleration away from the cross roads out of town is rapid with little acknowledgement that people may be crossing here. This road is also used as access from Charlbury to both Banbury Hill farm and the Wigwell nature reserve and its popular paths, current traffic</p>

## CMDE9

	speed here is unsafe for pedestrians, particularly when children are also walking. I would strongly support an additional chicane or physical traffic measure beyond the allotment in order to dramatically slow traffic down when entering the town.
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I live at the top of Hixet Wood. To reach my house on foot from Charlbury town centre I have to walk along a stretch of road with no footpath. Nevertheless drivers regularly speed past, despite the lack of visibility of the road ahead and the possibility of the presence of pedestrians. Local children used to play along this stretch of road, which they no longer do as it is simply too dangerous. I feel the speed limit will raise awareness and make it safer to play and choose to walk.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Please consider extending this area to include the crossing on the Slade by the Primary School. Whilst there are flashing lights to indicate a voluntary speed limit at the time of school drop off and collection, the is not observed. It also does not come into play when children leave after school clubs, up 5pm. The crossing is really dangerous.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - The 20mph speed limit is essential to improve road safety for pedestrians and cyclists in this small town with its narrow roads and awkward corners.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>

CMDE9

Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - The proposal is strongly supported for both the 20mph element &amp; the extension of the 30mph along Enstone Rd. However, it would be preferable that the entire town from all entry points is set at 20mph to remove confusion and doubt about the limits, reduce environmental/noise pollution &amp; to generally improve the environment. These are either side of &amp; including the Primary School should definitely be included in a fixed 20 limit area whatever else happens. Speeding into &amp; through the town is a daily occurrence, evidenced by the regular reports from the Community Speedwatch Team collected over the last two years. The number of accidents, near misses &amp; intimidation of pedestrians also emphasises this.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - Drivers speed up down into the dip and have been recorded approaching 50mph by the Speedwatch team so pushing this limit out may go some way to reduce this problem. It is strongly urged that OCC consider implementing traffic calming chicanes or give way islands along with raised speed cushions/ rumble strips to further alert drivers</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Since it is an old town, in parts of central Charlbury there are no pavements and so it is very important that the speed of vehicles is reduced.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>

CMDE9

Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - There is an ever-increasing volume of traffic with ever increasing incidences of inappropriate high speed especially approaching the junction of The Slade, Enstone Road and Nine Acres Lane. There have been numerous serious accidents involving injuries to both vehicle occupants and pedestrians. If nothing is done to try and reduce the speed it is only a matter of time before there is a fatality.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - With the speed limit on the B4022 being 60mph and the final approach to the Charlbury town road sign being down a steep hill extending the 30mph limit makes good sense and should result in a better transition to the proposed 20mph limit. This staged speed reduction works well in France and should be beneficial here.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Object</b> - There are no houses / people so not necessary</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I also think the 20mph limit should be applied to the Slade (especially by the school)</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I support this mainly on the basis of safety for pedestrians, especially those with small children, including buggies, and the elderly, especially those using supports for walking, and for the quality of the environment in the town</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>

Local Resident (Charlbury)	<p><u>20mph Speed Limit - Support</u> - I am all in favour of slowing traffic down to 20 mph in the narrow streets of Charlbury town centre and around busy junctions. There have been numerous accidents where excessive speed has played a part.</p> <p>My principal concern is the speed at which traffic approaches the Enstone Road junction with the Slade and Nine Acres Lane. I have regularly witnessed traffic travelling in excess of 50mph, and sometimes 60mph, when passing the Hundley Way junction heading into town. Likewise, vehicles heading in the opposite direction towards Enstone often accelerate hard from the junction completely ignoring the current speed limit.</p> <p>The busy junction now carries a lot of traffic at peak times and high speed coupled with line of sight issues has led to regular accidents. The broadband cabinet is located here and was wiped out by a car a few years ago, leading to no internet for many residents for a long time.</p> <p>The introduction of lower speed limits should make it safer for locals to walk to and from the town centre and park. Many have to negotiate the aforementioned junction (crossing two roads) and with my children becoming increasingly independent I will feel much happier that the risk of accidents between vehicles and potentially involving pedestrians is reduced.</p> <p>I have a strong impression the volume of traffic coming through Charlbury, particularly heavy lorries, has increased significantly recently, so I am hoping that the introduction of 20mph zones will deter these vehicles from heading this way.</p> <p><u>30mph Speed Limit - Support</u> - I fully support the extension of the 30mph speed limit zone. This will hopefully have the effect of slowing down the vehicles approaching Charlbury while they are in the dip, so that they are not racing past Hundley Way towards the junction.</p> <p>In the other direction, heading towards Enstone, again, hopefully new speed limits will encourage drivers to keep their speed down until well out of the town</p> <p>In addition, there is a new-build house that has recently been granted access onto the highway on Enstone Road which is beyond the current 30mph zone. It would make sense that this driveway was within the proposed extended zone.</p>
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## CMDE9

Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Enstone Road also needs to be included.</p> <p><u>30mph Speed Limit</u> - <b>Object</b> - Not needed as no pedestrians or residential areas.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - My understanding is that 20 mph zone" require either repeater signs or traffic calming measures. Neither of these appeal to me, particularly on my own street: Market Street.</p> <p>Repeater signs would ruin the aesthetic of a street with many listed buildings. Speed bumps would make the difficult parking situation even more unbearable. That said, there are countless minor incidents and so I fully support the measures. I just hope that it they are implemented with thought given to the beautiful and historic town centre.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - I don't think this will make a jot of difference to the speed at which vehicles enter Charlbury via the B4022. The hill is a natural break and drivers use it as such, knowing there are no houses until the crest. The only measures I see working there are a traffic filter or a speed camera. The latter is obviously not an option without justification and I hope we are never given it.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>

CMDE9

Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Market Street in Charlbury is a one-way street, with narrow pavements and cars constantly parked on the left side of the street (in the direction of travel). The 30mph speed limit is too fast to safely drive down Market Street. Pedestrians, including children walking to the Primary school on their own, are being exposed to drivers coming down Market Street at unsafe speeds, given the narrowness of the road, parked cars, and narrow pavements. The length of Market Street is so short that travelling at a much safer speed of 20 mph wouldn't add more than a few seconds to traverse its length.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I think the whole of the Slade should be included</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I fully support the introduction of a 20mph limit to the town centre. However, it is a big shame that it does not go past the school and all the way along The Slade and Sturt Road. I gather the reason is that it is considered a main route because it is a B road, but the Banbury Road in Oxford (an A road) has a 20mph limit in Summertown. Cars frequently go above the existing 30mph limit in the big dip on The Slade, and the pavements are very narrow there. When children are walking home from school along there it's really not safe. Similarly, I would very much like to see the 20mph zone extended all the way along Nine Acres Lane. When walking to the scout hut from the town centre children have to cross at the bottom of the footpath by the wall. It's hard to see round without partly stepping into the road, and, because it is a long and wide road, cars speed up - again often going faster than the current 30mph limit. Similarly, there are lots of elderly people living in Jeffs Terrace who have to cross at the same point to get to the pavement and the bus stop on the other side (there's no pavement on the Jeffs Terrace side).</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - I strongly support this. There's an informal walking route to Banbury Hill Farm along the road here, and cars often come along around 60 or 70mph. It's especially dangerous if when using this route you go a little way along Hundley Way to avoid the point by the allotments that has no pavement, and then cut back to the</p>

CMDE9

	<p>road to cross to walk along the verge.</p> <p>I would like to add that when taking this route (which is signposted from Charlbury and Banbury Hill Farm) you have to cross the B road at the top of the hill with a bend quite close by. I think that this is in urgent need of a warning sign for traffic that pedestrians might be in the road - again cars frequently come along there at 60 or 70 mph.</p> <p>Finally I would love the Council to proactively think about what could be done to make the B roads in our area more friendly to cyclists and pedestrians - if you want to use them in any other capacity than in a car you take your life in your hands.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - Centre of town has narrow streets, cars have been damaged because of going too fast. Narrow pavements make it dangerous for children and elderly.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - A 20 mph speed limit would hopefully make the town safer for pedestrians, wildlife and lower the risk of fatal accidents.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - This is an extremely dangerous road to cross especially for families from the Banbury hill farm, walkers and fatal to wildlife. To extend the 30mph limit will help, along with other traffic calming measures.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - I would like to see the speed limit on B4437 Woodstock Road enforced up to Halcyon Farm. This road is very dangerous for pedestrians.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>
Local Resident (Charlbury)	<p><u>20mph Speed Limit</u> - <b>Support</b> - No comments.</p> <p><u>30mph Speed Limit</u> - <b>Support</b> - No comments.</p>



# CMDE9

<p>Local Resident (Charlbury)</p>	<p><u>20mph Speed Limit</u> - <b>Support</b> - I completely support the introduction into a 20mph limit but feel the area and roads included does NOT go far enough. The whole of the Slade should be included and many other roads and should start where the current 30mph signs are.</p> <p>On a recent visit to Brighton, 20mph is almost over the whole town. This is what we need hear. However, would also like to know how this will be 'policed'. With there be cameras or average speed cameras that create a STOP if the speed is exceeded.</p> <p><u>30mph Speed Limit</u> - <b>Object</b> - Not needed as no pedestrians or residential areas.</p>
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Division(s): Woodstock
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## **CABINET MEMBER FOR ENVIRONMENT – 14 NOVEMBER 2019**

### **WOODSTOCK A44 OXFORD ROAD – PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND TOUCAN CROSSING**

**Report by Director for Community Operations (Interim)**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed extension of the 30mph speed limit and the installation of a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) on the A44 Oxford Road, Woodstock as advertised.

#### **Executive summary**

2. Speed limits and the provision of pedestrian and cycle crossings are reviewed when there are changes to the road layout because of development, when requested by local councils because of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national guidance on speed limits and the provision of pedestrian and cycle crossings, and also the Oxfordshire County Council Walking Design and Cycling Design Standards.

#### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal to extend the 30mph speed limit and introduce a toucan crossing on the A44 Oxford Road at Woodstock adjacent to a new residential development at the south end of the town.

#### **Background**

4. The above proposal as shown at Annex 1 has been put forward because of the development of adjacent land for housing.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 3 October and 1 November 2019. A notice was placed in the Oxford Times newspaper and notices placed near the proposed crossing. An email was sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the West Oxfordshire District Council, Woodstock Town Council and the local County Councillor. Public notices were placed on site.

and letters also sent to approximately 20 properties in the immediate vicinity of the proposal.

6. Thirteen responses were received. Two objections (from Thames Valley Police and Begbroke Parish Council) and eleven from members of the public expressing support. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other comments**

7. Thames Valley Police expressed an objection to the extension of the 30mph speed limit on the grounds that they did not consider it realistic taking account of the road environment even with the new junction and signalled crossing in place. In view of what they consider to be a high risk of abuse of the 30mph speed limit, the police have requested consideration of a 'buffer' 40mph speed limit in place of the current proposals. While acknowledging these concerns, the proposed length of extension of the existing 30mph speed limit is modest (approximately 150 metres) and is considered proportionate taking account of the new junction, signalled crossing and adjacent residential development which will change the road environment.
8. The objection from Begbroke Parish Council was primarily on the grounds that they consider the provision of a signalled pedestrian crossing at Begbroke, which has been a very long-standing request on the part of the parish council, to be a higher priority. Their response also noted concerns over crossing the A4095 at the A44/A4095 Bladon Roundabout (where there are currently only uncontrolled crossing points) and queries over the routes available to pedestrians, particularly for students attending the Marlborough School at Woodstock and also the provision of bus stops on the A44 Oxford Road adjacent to the development. The parish council also cited concerns over traffic delays caused by a signalled crossing.
9. In response to the above, while acknowledging the parish council's concerns over pedestrian safety at the A44 Begbroke Roundabout, the proposals are being funded and delivered by the residential development adjacent to the A44 Oxford Road at Woodstock to provide a safe route for pedestrians to the new bus stops on the A44 and also for pedestrians and cyclists continuing on the existing shared use footway/cycle track on the west side of the road. The proposals are considered proportionate taking account of the scale of the development and while the crossing will (as with any such crossing) introduce some delay to traffic, this is also considered proportionate to the benefits to the pedestrians (including the bus users walking to and from the crossing) and cyclists.
10. Wider plans for improvements are being developed for the A44 route which would have a particular emphasis on improving public transport and pedestrian and cycle provision, including at Begbroke.
11. The eleven responses from members of the public all expressed support for the proposals, although several requested consideration of further measures to improve the safety and amenity of pedestrians and cyclists, including

provision of a continuous footway on the east side of the A44 to link to the new residential development and also the widening of the existing footways including - on the west side - the shared use footway and cycle track.

### **How the Project supports LTP4 Objectives**

12. The proposals would help facilitate the safe movement of pedestrians and cyclists.

### **Financial and Staff Implications (including Revenue)**

13. Funding for the proposed measures will be provided by the developers of adjacent land

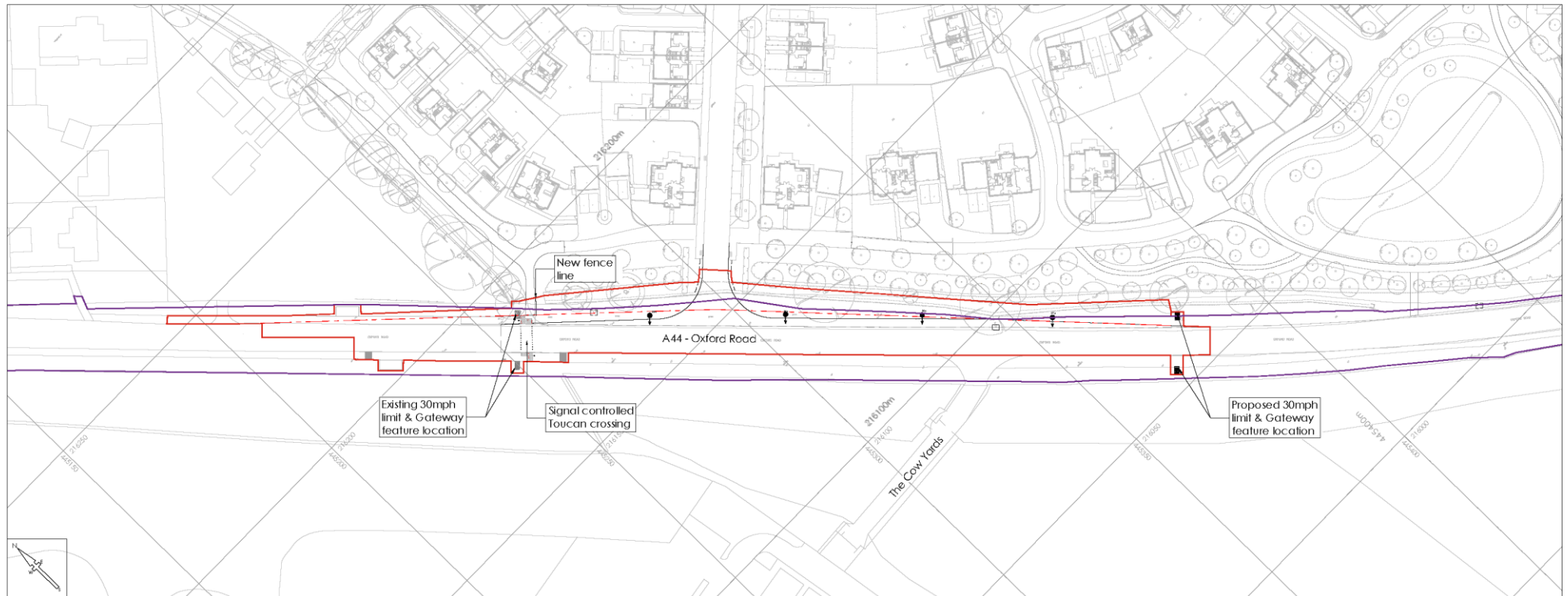
JASON RUSSELL

Director for Community Operations (Interim)

Background papers:      Plan of proposed speed limit extension and toucan crossing  
   Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
   Michelle Plowman 07557 082567


November 2019



<span style="color: red;">—</span>	Extent of works area
<span style="color: purple;">—</span>	Extent of existing adopted highway

#### NOTES

1. All dimensions and levels are in metres unless otherwise noted
2. This drawing is to be read in conjunction with the relevant Architect's/Engineer's drawings, specifications and CDM documentation
3. This drawings has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
4. This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
5. Digital copies of this plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.

P01	SNN	TST	Initial Issue	05/07/19
REV	DRAWN	CHECK	REVISION COMMENTS	ISSUE DATE
DRAWING TITLE TRO Plan				SHEET NO. 1
PROJECT Proposed Oxford Road Junction Works, Woodstock East, Woodstock, Oxon.				
CLIENT <b>PYE</b>		 Infrastruct CS Ltd		
SCALE @ A3 1:1000 @ A3			DESIGN TST	
PROJECT NUMBER ICS-2716		DATE July 19		DRAFTED SNN
DRAWING NUMBER WSE-ICS-ORJ-00-DR-C-082		STATUS S4		APPROVED DJ
				REVISION P01

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits, this section of road has generally a good history. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character function with driver perception.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be hence the request for speed data. The recognized way of ascertaining the level of self-compliance is the 85<sup>th</sup> percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. The later would be a very low priority for Police in the circumstances given the history and location of a speed camera closer to the town.</p> <p>There is a proven link between road environment/character and drivers speed. Drivers must respect the need for a speed limit. If not accepted as realistic from our experience a limit will quickly be abused and be the source of constant demands for police action. Communities not privy to this response will thereafter be unhappy and dissatisfied with the residual situation which Police activity would never satisfy.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limits should not be used to attempt to solve the problem of isolated hazards, for example junctions or reduced forward visibility.</p> <p>It is important in our experience that Highway infrastructure although is determined with the 'speed limit' (Design Manual for Roads and Bridges), must ALSO consider in our view actual speed of traffic which would be the case here and likely significantly higher! The main line being considered will have no direct frontages onto the A44 just one isolated junction and therefore NOT change the character to drivers to any significant degree! Designs in junction visibility and pavement width for vulnerable users should be designed as such to</p>

	<p>the traffic speed.</p> <p>Consideration to a 40mph buffer limit through this section even if slightly longer to accommodate a change would to us be closer to actual speeds and reflect driver acceptance with infrastructure design appropriately.</p> <p>Having considered the location specific criteria Thames Valley Police Object to the order.</p>
(2) Begbroke Parish Council	<p><b>Object</b> - do not support this crossing as one at Begbroke would be a more important use of Section 106 funds. (No objections regarding speed limit extension apart from point 1 below):</p> <ul style="list-style-type: none"> <li>i. Begbroke children still have to cross the A44 somewhere and they will all have to cross the A4095 at Bladon. (another crossing is planned at Langford Lane),</li> <li>ii. Improvements at the A4095 are necessary for all school children, pedestrians and cyclists crossing that road,</li> <li>iii. Will there be bus stop near this crossing for the S3/S7 /233 so children can alight and walk to the Marlborough? If not they will carry on to Woodstock and cross there,</li> <li>iv. There is no footpath leading directly to the Marlborough - nearest is 413/3 which goes through Cadogan Park,</li> <li>v. There is no path on the eastern side of the road leading to Woodstock,</li> <li>vi. It will impact on traffic flow which is extremely heavy early morning and late afternoon,</li> <li>vii. The funds should be allocated to a crossing in Begbroke instead,</li> <li>viii. The county council do not appear to have similar considerations for speed and safety issues for our residents as set out in these proposals. Or is it just for the new residents to use!</li> </ul>
(3) Local Resident, (Woodstock)	<p><b>Support</b> – Given the new residential development it is essential for safety. Even today, there are many times during the week when it is impossible to cross the A44 safely. The residential development will bring more traffic to the area; motor, cycle and pedestrian. In the light of that I hope the following are in the plan or can be considered:</p> <ul style="list-style-type: none"> <li>- Extension of a footpath on the eastern side of the A44 from Churchill Gate to the new crossing</li> <li>- Upgrade/widening of the footpath on the eastern side of the A44 between Churchill Gate and Princes Ride. This is very narrow and very frightening when a 40-tonne truck travelling at 40mph+ passes inches from your shoulder</li> <li>- Upgrade/widen the footpath/cycle path on the western side of the A44. There is frequently contention between pedestrians and cyclists on the section.</li> </ul>



	<p>I am also concerned with the expectation of more traffic, that exiting the new residential development, Churchill Gate and Princes Ride to travel north west (i.e. turn right) will become more dangerous. During recent Blenheim events, an increasing number of cars make u-turns at these points because they cannot turn directly into Blenheim at Hensington Gate. The effect is simply to add more danger as these cars now attempt to cross two lanes of traffic at a very busy time.</p>
(4) Local Resident, (Woodstock)	<p><b>Support</b> - I live on Oxford Road and have noted the volume of traffic increase significantly during that time.</p> <p>Initially there was not even a pedestrian refuge near the entrance to Hensington Gate. Very considerable concerns were expressed at that time, but the local community was informed that nothing could be done until there was a fatality. Unfortunately, there was a fatality – a honeymooner who had been staying at The Bear. His death resulted in the refuge being built.</p> <p>All I can ask is that the proposals are carried through and the Toucan crossing installed as a priority. I am aware that the traffic that is already being generated by Ridge and Partners has already resulted in minor road traffic accidents.</p>
(5) Local Resident, (Woodstock)	<p><b>Support</b> – Well done. We would also like another bus stop nearer to Churchill Gate.</p>
(6) Local Resident, (Woodstock)	<p><b>Support</b> – We live on Oxford Road. Traffic has increased significantly since then; and the conversion of the Cowshed by Blenheim to a busy office has made the traffic along the section of the A44 to which this proposal relates even busier. There has, to our own knowledge, already been at least one accident since that conversion. The new development at Park View will only exacerbate the traffic issues, and I consider both the proposed Toucan crossing and the proposed extension of the 30mph limit to be very sensible, indeed necessary; and I hope very much that they will be implemented as soon as possible.</p>
(7) Local Resident, (Woodstock)	<p><b>Support</b> – As a resident of Churchill Gate and a regular walker/cyclist this is long overdue in my opinion. A lot of drivers pick up speed after the camera and it is currently dangerous and can take a long time to get across the A44 near to my home.</p> <p>There is currently no footpath on the Churchill Gate side of the road - I presume one is planned to link the houses on</p>

	<p>the new residential site and Churchill Gate to the crossing?</p> <p>Will there be cameras to help reinforce the limit people travel through that stretch of the A44?</p>
(8) Local Resident, (Woodstock)	<p><b>Support</b> – I wholeheartedly support the proposal for the toucan crossing and 30 mph speed limit. It is long overdue in my opinion.</p> <p>As a regular walker and cyclist, crossing the road from my home to the footpath can be dangerous and sometimes takes as long as 10 minutes. There is currently no footpath on the Churchill Gate side of the road to link the crossing to the housing - is one planned?</p>
(9) Local Resident, (Woodstock)	<p><b>Support</b> – As a potential resident at Park View with two young children, a toucan crossing and lower speed limit of 30mph would be essential in creating a safer environment for pedestrians and vehicle users. It will calm traffic upon entry into Woodstock, facilitate traffic turning in and out of the A44 into the new housing development. It will benefit and make crossing safer for residents of Woodstock and visitors by bus to Blenheim.</p>
(10) Local Resident, (Woodstock)	<p><b>Support</b> – Fully support this, must be difficult to cross for the public right of way, southbound cars tend to speed up after the speed camera, and North bound often aren't at 30 for the start of the 30 zone. Especially important with the new housing.</p>
(11) Local Resident, (Woodstock)	<p><b>Support</b> – The 30mph limit should be extended to the Bladon roundabout. there is no point in having less than 500 meters of 50 mph. Sudden acceleration and deceleration is dangerous.</p> <p>A similar crossing point is required at the bus stops adjacent to the palace gates.</p>
(12) Local Resident, (Woodstock)	<p><b>Support</b> – I support the proposed Toucan crossing and 30 mph speed limit extension. Hopefully one of the byproducts of this will be a reduction of people speeding through the town, especially in the evenings.</p>

(13) Resident, (Abingdon)	<b>Support</b> – No comments.
(14) Resident, (Begbroke)	<p><b>Support</b> – I feel that it is absolutely essential to support suitable crossing points of A44 so that children may safely cycle to school.</p> <p>Additional severe problems exist at Begbroke with all members of community struggling to safely cross A44 (all bus users and those with daily needs to cross the road).</p> <p>Everyone must move towards provision of safe cycle routes for kids to get to Marlborough school from Begbroke and Yarnton and indeed Woodstock - not to mention adult work routes. We have some good cycle lanes which should be extended - has this been thought of in the new road alignment being considered in Woodstock? All side routes in Woodstock and Begbroke (and Yarnton?) should be 20mph.</p>

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Division(s): N/A

## CABINET MEMBER FOR ENVIRONMENT– 14 November 2019

### HIGHWAY POLICY STATEMENTS

Report by Director for Community Operations (Interim)

#### RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to endorse the Highway Policy Statements covered in Annex (1a-j) together with this report.

#### Introduction

2. This report has been written to seek endorsement from the Delegated Cabinet Member for a series of updated Highways Policy Statements. The policy statements have been updated because of the establishment of the new Highways Code of Practice (October 2018).
3. This approach follows Cabinet approval in November 2017 that developed a new approach and Highway Policy Framework. New or revised policies within this framework are approved to be agreed at the Cabinet Members Decisions Meeting or Director dependent on the level of service change.
4. The first tranche of updated policy statements was presented to the Cabinet Member Decision meeting on 20<sup>th</sup> December 2018. The table below shows which policies were approved then and which are within this report

Approved Policy	Within Annex 1
Coloured Surfacing	a) Public Rights of Way management
Highway Electrical Assets	b) Public Rights of Way Vehicle Access
Grass Cutting	c) Tree Management
Drainage	d) Winter Service
Road Markings & Road Studs	e) Roadside Memorials
Speed Limits	f) Highway Structures
Safety Fencing and Barriers	g) Highway Safety Inspections
Traffic Signs	h) Commuted Sum
Vegetation & Tree	i) Highway Asset
	j) Highway Information

5. Future highway maintenance policy to be developed or updated includes that relating to wild flowers on verges, and street furniture.
6. We will also be updating the Network Management Plan, and policies relating to this plan and Network Management service will also be included within future policy update work.

## **Context**

7. In 2016 the UK Roads Liaison Group launched the new Code of Practice; Well-managed highway infrastructure which supersedes the previous Codes 'Well-maintained Highways', 'Well-lit Highways' and 'Management of Highway Structures'.
8. The Code is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment.
9. The policies most out of line with the new code were updated as part of tranche 1. There has been further work ongoing to refresh and update the remaining highway policies.
10. A collaborative approach was taken, and advice was sought from the Legal Team and the Insurance Team reviewed each in detail to ensure that the Authority's ability to defend its position legally is not compromised.
11. Members of the Environment and Transport Cabinet Advisory Group were engaged in updating policies and suggestions have been incorporated.
12. The highway policy statements annexed in this and the previous report will be included in and supported by the Highway Asset Management Plan which is currently also being updated and approval for adoption of the plan will be sought in its own right.

## **Financial and Staff Implications**

13. There are no known direct financial or staff implications identified.

## **Equalities Implications**

14. It is considered the policies within this report do require a SCIA to be completed as these generally reflect a continuing level of service and suggest no significant change.

JASON RUSSELL

Director for Community Operations (Interim)

Contact Officer: Sean Rooney 07770734707

November 2019



## **Public Rights of Way - Management & Prioritisation of maintenance and access issues**

1. Oxfordshire County Council, as the Highway Authority, is ultimately responsible for the protection and maintenance of most Public Rights of Way (PRoW) throughout Oxfordshire.
2. Over 2600 miles of PRoW exist across Oxfordshire, including Footpaths, Bridleways, Restricted Byways and Byways Open to All Traffic.
3. A PRoW Priority Caseload Approach (PCA) considering need and risk is required to better manage public expectations, make more efficient use of existing resources and to introduce a measured, objective approach to the management of Oxfordshire's rights of way.
4. The Oxfordshire Rights of Way Management Plan 2015-2025 is the statutory adopted overarching statement of policy relating to public rights of way. This policy supports that plan.

### **Public Rights of Way Issue Prioritisation**

#### **Policy: PCA1**

The majority of public rights of way issues reported to the County Council or identified through internal inspections will be prioritised or programmed by Area Officers after the issue has been assessed. This assessment may use supplied reports, photos, database records, and site visits to help in the determination and will normally consider one or more of the following factors where applicable:

- a. Overall level of hazard or actual risk that the issue (if a safety matter) represents.
- b. The degree of obstruction.
- c. The cause and likely duration of the issue.
- d. The character of the route, its normal use and the route's normal state of repair.
- e. The impact of the issue looking at the wider network.

These issues form part of the wider categorisation that is outlined in Policy PCA2 and 3 below.

5. The two factors of issue prioritisation and other workload demands are combined in the following table.

<b>Policy: PCA2</b> <b>Public Rights of Way Priority Categorisation</b>	
<b>Priority Category</b>	<b>Guideline circumstance</b>
<b>1</b>	<b>Public Safety Incident</b> – where an accident has occurred resulting in significant injury <b>Public Safety Issue</b> – with high likelihood of imminent accident resulting in significant injury
<b>2a</b>	<b>Lesser Safety Issue</b> – with possibility of accident resulting in injury
<b>2b</b>	<b>Priority Repeat Process</b> – higher priority maintenance task such as key route vegetation clearance that comes up each year or more regularly
<b>2c</b>	<b>Non-hazardous but significant or time-limited issue</b> – likely to completely obstruct access very soon or a major planning issue
<b>3</b>	<b>Lesser hazard/lesser significance issue</b> – affects a PRow but does not completely obstruct it or may not be time-limited
<b>4a</b>	<b>Area or bulk processing</b> – lower hazard or lower priority issue such as signing or furniture that can be packaged together with others
<b>4b</b>	<b>Repeat Process</b> – Lower priority maintenance task such as less frequent vegetation clearance that comes up regularly
<b>4c</b>	<b>Opportunity</b> – standalone improvement or minor repair issue
<b>5</b>	<b>No Action intended/Record update</b> – very minor issue

## Balancing Wider Public Rights of Way Operational Areas

6. Oxfordshire County Council commits significant resources to public rights of way maintenance and repair work such as bridge repair and replacement, vegetation clearance, surfacing and drainage, signing, as well as responding to large and small planning applications and liaising with and supporting community and volunteer groups. All of this work is part of officers' potential workload but all of these involve decisions being made about relative priorities
7. A balance has to be struck that enables the tackling of the highest priority workload issues as well as making time for lower priority work, especially that delivered by communities and volunteers where this doesn't limit highest priority action. This means that across the county a greater focus will normally be paid to the two highest priority categories 1 and 2a-c and may mean that there is less of a focus on area-based management areas. Priority derived caseloads will be kept under review.



**Policy: PCA3**

Some non-safety issues may warrant prioritised attention to maximise outputs and make the most of available finance, staff, volunteer or community resources. This may result in them being worked on with greater urgency. Examples of when this might occur include:

- When the issue is part of the same path or close by a higher priority issue receiving attention
- When the issue is part of work being funded and delivered by the landowner, volunteer group, parish council or community group
- When the issue is time limited e.g. planning application
- When the issue can benefit from external funding such as TOE2 or s106/CIL
- When action is linked to seasonal or cyclical issues – e.g. installing bridges outside of flood periods and arable cultivations, or cutting vegetation outside of bird nesting period
- When a likely rapid deterioration could be prevented by swift action
- When a sudden change of circumstances makes it possible to resolve a long-standing problem, e.g. minor misalignment

## Reference & Supporting Documents

- [OCC Rights of Way Management Plan 2015-2025](#)
- [Delegated Decision by Cabinet member for Environment 24<sup>th</sup> November 2016](#)

Review Date – November 2021



## **Rights of Way Management Plan - Managing Motor Vehicles on Public Rights of Way Policy**

1. Oxfordshire County Council, as the Highway Authority, is ultimately responsible for the protection and maintenance of most public rights of way throughout Oxfordshire.
2. Public rights of way include Footpaths, Bridleways, Restricted Byways and Byways Open to All Traffic.
3. The Oxfordshire Rights of Way Management Plan 2015-2025 is the statutory adopted overarching statement of policy relating to public rights of way. This policy updates this plan.

### **Managing Motor Vehicles**

#### **Policy: MMVP1**

Oxfordshire County Council acknowledges the lawful right that road legal Motor Vehicle users have to use Byways Open to All Traffic (BOAT). OCC does not encourage this activity but will assert and protect rights by ensuring routes are managed for all users.

#### **Policy: MMVP2**

OCC recognises the vulnerability of walkers, horse riders and cyclists compared to motor vehicles on PRoW. OCC will therefore repair, maintain and improve PRoW to benefit these vulnerable users, ensuring access is maintained for lawful motor vehicles.

#### **Policy: MMVP3**

OCC acknowledges the existence of some private rights of access along PRoW and will work with land managers, to ensure this use does not interfere with the safe exercise of public rights.

#### **Policy: MMVP4**

OCC will work with landowners, occupiers and the Police to address security and land management issues connected to illegal use of motor vehicles on PRoW and will support preventative measures that reduce or remove such access taking place.

**Policy: MMVP5**

OCC will encourage responsible behaviour by providing signage on site, and by making guidance and restrictions information easily accessible on the website.

**Use of Traffic Regulation Orders (TROs) on Public Rights of Way**

**Policy: MMVP6**

Oxfordshire County Council will, at its discretion, act to control or prevent access by vehicles using seasonal or permanent restrictions where this access causes, or is likely to cause conflict with walkers, horse riders, or cyclists as vulnerable PRoW users, damage to the route, or to the character of the site or local environment, or where improvements are being developed to promote walking, cycling or horse-riding access.

**Policy: MMVP7**

Oxfordshire County Council will, at its discretion, consider other options which may include the use of Voluntary Restraint, seasonal restrictions or weight limits to see if the problems can be overcome without the imposition of a permanent year-round TRO.

**Policy: MMVP8**

Oxfordshire County Council will not rule out the immediate use of a Temporary TRO (TTRO) to restrict use of a PRoW where the safety of users is at imminent risk, or in circumstances where the extent of physical damage, or the likelihood of it, is so severe that a TTRO is necessary.

**Policy: MMVP9**

Oxfordshire County Council will support the use of TTRO's to allow statutory undertakers and others to carry out works that affect a PRoW including time for settlement of restoration works. Where possible an alternative route should be provided and maintained for the duration of the closure on land owned or under the control of the applicant.

## Explanation of terms

**Definitive Map:** The legal record of public rights of way. Oxfordshire County Council has a legal duty to keep this map under continuous review and to investigate applications to modify.

**Motor Vehicles:** Road legal and registered/insured mechanically or electrically propelled vehicles, including cars, 4x4s, motorcycles, quadricycles ('quad bikes'), tricycles, mini-motorbikes and mini motor scooters. This includes electric and hybrid variants but does not include qualifying registered 'invalid carriages' or qualifying electrically assisted bicycles

**Private Rights of Access:** Use of any land carrying a public right of way by farmers, landowners or those who hold private rights of access to property

**Public Rights of Way (PRoW):** Public footpaths, bridleways, restricted byways and byways open to all traffic ('BOAT's). BOATs are the only rights of way (often without a sealed surface) which the public have a legal right to use motor vehicles, although they are mainly used by walkers, riders, cyclists and carriage drivers.

**Traffic Regulation Order:** The Road Traffic Regulation Act 1984 gives highways authorities the powers to impose Traffic Regulation Orders (TROs). TROs may be permanent (all year round or for a defined part or parts of the year), experimental, seasonal or temporary. They may be used to control any type of traffic on any type of highway. The Act sets out the powers and describes the circumstances and criteria which have to be met.

## Reference & Supporting Documents

- [OCC Rights of Way Management Plan 2015-2025](#)

Review Date – November 2020



## A Tree Policy for Oxfordshire County Council

1. Oxfordshire County Council, as the Highway Authority, is responsible for ensuring the safe passage of highway users is maintained across the road network throughout Oxfordshire excluding motorways and trunk roads.
2. As the Local Highway Authority, the County Council is obliged to consider a whole range of public amenities provided by trees.
3. The following policy statements constitute Oxfordshire's Tree Policy and give clear unambiguous statements for officers to implement to ensure that the Council meets its duty of care, legal and health and safety obligations whilst not exposing itself to any undue liability. All agents, partners and contractors of the council will be required to comply with these policies.
4. The policies below have been collated into six areas:
  - a. Overarching Policy
  - b. Planting Policies
  - c. Maintenance Policies
  - d. Protection Policies
  - e. Subsidence Policies
  - f. Felling and Pruning Policies

### a) Overarching Policy

#### **Policy: TP1**

The Council will manage trees to ensure that it meets its legal responsibilities, e.g. duty of care, health and safety.

### b) Planting Policies

#### **Policy: TP2**

Planting on Council managed land should prioritise larger growing shade-providing trees scaling down to smaller ornamental trees where larger trees are not suitable. The Council will establish a diversity of species to mitigate against pests and disease that can threaten entire species. The Council will have final say on species selection.

#### **Policy: TP3**

To strive for the provision of space for planting trees on development sites, selecting species in accordance with **TP2**. This will include supporting Community Groups, Parish and Town Councils by enabling planting projects within the County Council's Highway.

c) Maintenance Policies

**Policy: TP4**

The Council will maintain all its trees ensuring works are to the most recent "British Standards for Tree Work" - BS 3998.

**Policy: TP5**

The Council will maintain highway trees on a cyclical basis based on risk to ensure its duty of care is maintained and that the Highway remains unobstructed.

**Policy: TP6**

When undertaking Highway or Utility works near to trees, all operatives must adhere to the guidelines as set out in the Department for Transport's 'Roots and Routes: Guidelines on Highways Works and Trees' and in conjunction with pertinent National Joint Utility Guidance documents.

d) Protection Policies

**Policy: TP7**

The Council will enforce and prosecute tree related contraventions and apply the maximum penalty within their powers. This will include seeking to recoup costs from other tree owners when undertaking works as an emergency or a Section 154 Notice.

**Policy: TP8**

The Council will seek compensation from any organisation responsible for significant damage to or removal of any council owned tree(s) to the value as calculated by Capital Asset Valuation of Amenity Trees (CAVAT).

**Policy: TP9**

On construction sites all work must be in accordance with the most recent version of BS 5837 "Trees in relation to design, demolition and construction. Recommendations" and that foundation details follow the recommendations of the National House Building Councils Standards Chapter 4.2 'Building near trees'.

**Policy: TP10**

In the processing of planning applications, to aim for retention of trees of high amenity/environmental value taking consideration of both their individual merit and their interaction as part of a group or broader landscape feature.

e) Subsidence Policy

**Policy: TP11**

In order to protect the Councils' interests and speed up the processing of claims, the Council will manage, and process subsidence claims for trees in accordance with the London Tree Officers Association Risk Limitation Strategy, as well as the Joint Mitigation Protocol.

f) Felling and Pruning Policies

**Policy: TP12**

We will only fell/remove trees for sound arboricultural reasons.

These may include:

- Dead, dying or dangerous,
- Proven to be causing significant structural damage
- Considered by the Tree Service to be a species that should not be habitant in the location

Or:

- When removal is required as part of an agreed management programme or as a strategic improvement project.

**Policy: TP13**

The following reasons will not constitute grounds for the pruning or removal of trees by the Council:

- Interference with satellite dish or TV aerial reception
- Leaf fall
- Where the tree is perceived to be too large
- Obstruction of view or causing shade
- Mess caused by insects or birds
- Problems associated with fruit
- Problems associated with pollen
- Healthy mature trees will not be removed to create space to plant new trees
- Someone is willing to pay for the removal and replacement of a tree
- The perceived risk that it may cause subsidence in the future
- Causing disruption to pavements, kerbs, garden paths and walls. In these cases, engineering solutions will be sought.

Judicious minor pruning may be undertaken by the Council on the following grounds:

- Overhanging neighbour's land
- Excessive blockage of light
- To facilitate CCTV cameras

### **Service Aims**

1. Reduce the number of foreseeable tree failures across the highway network.
2. Reduce the overall number of insurance claims alleged to be related to trees.
3. We will respond to and investigate all tree related queries and incidents on the highway network.
4. Maintain the tree stock in a safe condition.
5. Maintain the tree stock to ensure maximum life cycles are achieved to enhance the environment and associated amenity.

### **Reference & Supporting Documents**

- BS 3998:2010 – Tree Work: Recommendations
- BS 5837:2012 – Trees in relation to design, demolition and construction
- Roots and Routes: Guidelines on Highways Works and Trees
- Joint Mitigation Protocol
- National House Building Councils Standards Chapter 4.2
- Risk Limitation Strategy
- Capital Asset Valuation of Amenity Trees (CAVAT)
- Oxfordshire Together (OxTog)





## Winter Service Policy

1. Oxfordshire County Council (OCC) is committed to providing a robust adverse weather service including responding to winter and other severe weather instances. The adverse weather service is provided by Oxfordshire County Council and its contracting partners, currently Skanska. The extent of the service provided will vary depending upon the severity and nature of adverse weather conditions and resource availability.
2. The statutory basis for winter service varies in different parts of the UK. In England and Wales Section 41 (1A) of the Highways Act 1980 was modified on 31st October 2003, by Section 111 of the Railways and Transport Act 2003. The first part of Section 41 reads

*“a) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2) and (3) below, to maintain the highway.*

*b) (1) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.”*
3. The Winter Service Procedure will provide a framework for the production of the Winter Service element of the Adverse Weather Operational Plan which will operate annually during the winter period, normally between 1<sup>st</sup> November and 31<sup>st</sup> March.

### **Policy: WSP1**

The 'precautionary salting' of major routes through the County, which will include key transport hubs and routes that form the Resilient Network will take place in accordance with the criteria outlined in the winter procedure.

### **Policy: WSP2**

The removal of snow from major routes through the County, which will include key transport hubs and routes that form the Resilient Network, will take place dynamically and will continue until the above network is free of obstruction.

### **Policy: WSP3**

Pre- salting of Key footways and cycleways when snow is forecast will be carried out in line with the procedure to keep congestion, delays and incidents to a minimum.

### **Policy: WSP4**

Post Salting-During extreme conditions where the risk of incidents is higher, we will only salt footways and cycleways following reports of hazardous conditions.

**Policy: WSP5**

The removal of snow from key Town Centre pedestrian areas - some of which may be undertaken by the District Councils or Town Councils will only be undertaken within 24 – 48 hrs of snow falling, or resources are available.

4. We will work with and encourage Parish and Town Councils to take an active role in the provision of winter services.

**Policy: WSP6**

Oxfordshire County Council will work with Parish and Town Councils that wish to carry out their own Winter Service operations as part of helping communities to help themselves.

5. Further resource will be sought through Community Assistance and using individuals or organisations who have the capability and capacity to provide ancillary services that will support the activities of the council

**Policy: WSP7**

Oxfordshire County Council will work with local communities including farmers for additional resilience during times of extreme winter weather. Residents are encouraged to clear footpaths outside their properties, with no liabilities.

**Service Aims**

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

- Pre-salt approximately 43% of the Highway network to reduce the risk of the formation of ice and hoar frost
- To pre-salt each route within a 3-hour timeframe
- Clear snow from the above networks as soon as conditions and resources permit
- Pre-salt the pre-define key footway and cycleway network pre-snow
- Clear snow from key footway and cycle network as soon as conditions and resources permit
- Ensure cross boundary agreements with neighbouring authorities are in place pre-season
- Liaison with parish and town councils with regard to salt stocks for community resilience pre-season

**Reference & Supporting Documents**

- [Winter Service Procedure](#)
- [Adverse Weather Incident Response](#)
- [Adverse Weather Operational Plan](#)
- [OCC Highways Asset Management Plan](#)

Review Date – May 2020



## Roadside Memorial Policy

1. Across the country there has been an increasing practice of placing tributes to victims of fatal road accidents or other incidents on the highway. The majority of these tributes are temporary and are not maintained for long by relatives and/ or friends of the deceased. However, a small number continue to be maintained and can cause safety concerns and maintenance problems.
2. The Highways Act 1980 contains no express provision to licence or permit memorials on the highway, however Highway Authorities do have powers (under Section 132 of the Highways Act 1980) to remove any unauthorised signs from the public highway if they are considered to be a potential hazard to highway users, a hazardous distraction or are obstructing the highway or visibility.
3. There is no national guidance, but many highway authorities have developed their own policies and procedures which take a range of approaches from allowing nothing but floral tributes and only for a few weeks after the accident, to others who are more flexible and are willing to consider permanent memorials in addition to short-term displays.

### **Policy: WSP1**

Memorials will only be allowed where they do not cause significant risk of driver distraction either due to their size or location or illumination

### **Policy: WSP2**

To ensure the safety of those who may wish to visit or maintain the memorial, memorials will not be allowed on carriageway central reservations, roundabout central islands and other road junctions as well as narrow verges and other locations that cannot be accessed safely.

### **Policy: WSP3**

Locations of memorials will not prevent or hinder legitimate passage along the highway by those unconnected with the deceased.

4. Other considerations

### **Policy: WSP4**

All memorial material that could interfere with routine maintenance such as grass-cutting, or which could be seen as increasing roadside clutter shall not be agreed to.

**Policy: WSP6**

Prior to agreeing any memorial, the Area Team will seek the views of the local County Councillor and Town/Parish Council.

**Policy: WSP7**

Small permanent memorials such as a low cross or plaque may be allowed. Should relatives/friends of the deceased wish to erect something larger (such as a memorial bench) they will be advised to contact the local Town/Parish Council to see if suitable arrangements can be made through them.

5. Removal of memorials will be dealt with in a sympathetic, sensitive and professional manner.

**Policy: WSP5**

No time limit will be set for the presence of memorials, either immediately following the fatality or at subsequent anniversaries or other significant date, however it is expected that those who place any material will remove it should it become unsightly or a hazard.

**Policy: WSP5**

If there are a high-level volume of complaints about the appearance or location of a temporary memorial, efforts will be made through TVP to contact the family prior to the removal of memorial material by OCC or its contractors. Any non-compostable material removed will be retained by the Area Team for 3 months after such time will be disposed of.

**Service Aims**

Oxfordshire County Council will undertake a sensitive approach to roadside memorials

- Keep the roadside verges clear of roadside memorials and other obstructions
- To ensure that roadside memorials do not create a hazard for highway users
- Remove unsightly or degraded roadside memorials
- Liaise with town Parish and District Councils regarding more permanent memorials

**Reference & Supporting Documents**

- [Roadside Memorials Procedure](#)

Review Date – Nov 2020



## Highway Structures Policy

1. Oxfordshire County Council, as the Highway Authority, is responsible for the provision and maintenance of highway structures assets on the road network throughout Oxfordshire excluding motorways and trunk roads.

### **Policy: HSP1**

Oxfordshire County Council will accurately define and record location and condition of the Highway Structure Assets.

2. The Highways Act 1980 empowers highway authorities to construct and maintain highway structures required for the provision and support of the highway.
3. This policy encompasses the Oxfordshire County Council's role, responsibilities and duties with respect to the provision and maintenance of the county's highway structures assets.
4. Oxfordshire County Council seeks to proactively maintain the highway structures asset to ensure that they can safely carry highway traffic whilst minimising whole life costs and disruption, in a sustainable and environmentally friendly manner.

### **Policy: HSP2**

Oxfordshire County Council will provide safe and efficient maintenance of highway structures to help ensure safe passage to users of the highway network, without unduly restricting commercial vehicles.

### **Policy: HSP3**

Oxfordshire County Council will make safe any defects to the carriageway surfacing over a highway structure and accident damage to bridge parapets identified as a safety defect following any inspection or incident within the timescales indicated within the Safety Inspection Policy. The authority will seek to recover any costs incurred due to third party damages/ maintenance carried out by the Council.

### **Policy: HSP4**

Oxfordshire County Council will manage the safety of its own, jointly-owned and privately-owned highway structures supporting the highway, on a risk assessment basis, within the resources and reasonably obtainable information available and will prioritise investigations and works to those structures posing the highest potential health and safety risks considering the potential impacts on the highway network.

5. Oxfordshire County Council is the owner of nationally important historic highway structures, such as New Bridge and many listed structures and protects these valuable heritage and tourist assets.

**Policy: HSP5**

Oxfordshire County Council will protect its highway structures heritage assets in a responsible manner.

6. Oxfordshire County Council is a statutory consultee in the movement of abnormally heavy vehicles across the county, which is vital to our economy and is managed to help enable safe passage without undue damage to our structures and heritage assets.

**Policy: HSP6**

Oxfordshire County Council will undertake the duties of a statutory consultee with regard the movement of abnormally heavy vehicles across its structures

7. Oxfordshire County Council is a statutory consultee with regard outside parties carrying out works within the vicinity of our highway assets and shall ensure that works by others, such as utility companies, which have a statutory right to put their apparatus within the highway does not damage our assets.
8. Oxfordshire County Council is technical approval authority for outside parties such as developers wishing to construct highway structures, to ensure that they are designed, constructed and maintained in a safe manner for public use and when they intend for the County Council to adopt and maintain them that they can be done so in a cost-effective manner.

**Policy: HSP7**

Oxfordshire County Council will perform its statutory duties as technical approval authority for highway structures and ensure that new structures are designed, constructed and maintained to support the highway network and safety of its users.

**Service Aims**

1. We will carry out regular inspections of highway structures, to help ensure their safety and efficient maintenance to minimise their costs and maximise their utility.
2. We will make safe and rectify safety defects in a timely manner without causing undue disruption to the highway network.
3. We will carry out our statutory duties to ensure that outside parties, do not damage our highway structures, or create new highway structures which could compromise the safe of the public or unduly increase the costs of maintaining our assets.

**Reference & Supporting Documents**

- Highway Structures Procedure
- [Highway Safety Inspection Policy](#)
- [OCC Highways Asset Management Plan](#)

Review Date – Nov 2020



## Highway Safety Inspections

1. Oxfordshire County Council; in its capacity as the local Highway Authority, has statutory duties that both directly and indirectly place an obligation on maintenance of the highway.
2. The County Council's Highway Safety Inspection regime forms a part of a system of maintenance and safeguarding to ensure the safe and expeditious passage of all road users.
3. Safety inspections will take into consideration all aspects of the highway including carriageways, footways and principle rights of way.

### **Policy: HSI1**

The County Council will take an evidence led and risk/ needs-based approach to the inspection of the highway and the categorisation/ remediation of defects identified.

### **Policy: HSI2**

Highway inspections will be undertaken on both a routine planned basis, as well as being reactive; where necessary, in response to reports from members of the public, Fix My Street Superusers, the Police, and other stakeholders.

### **Policy: HSI3**

The method and frequency of inspecting the highway will be commensurate with the type and frequency of user expected, its position in the network hierarchy, and locally significant characteristics.

### **Policy: HSI4**

Any repairs identified through the inspection process will be dealt with in line with the procedures, taking into consideration the road type and location of the identified defect.

### **Policy: HSI6**

Without prejudice, the highway inspection regime will have particular regard to vulnerable users, more sustainable modes of transportation, and the environment.

**Service Aims:**

1. The network is maintained in a condition that is safe, serviceable and resilient.
2. The network is maintained in a condition that supports the delivery of the Intended Outcomes of the County Council.

**Reference & Supporting Documents**

- Highway Safety Inspections Procedure

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## Commuted Sum Policy

1. This policy aims to improve understanding of commuted sums secured by Oxfordshire County Council.
2. This document relates to Oxfordshire County Council's Policy of commuted sums only.
3. This policy does not include the commuted sum calculation or rates.
4. Oxfordshire County Council will secure future maintenance for highway assets introduced or altered by developer works.
5. The requirement for commuted sums will be assessed for each site prior to the drafting of Section 278 and Section 38 Agreements.

### Policy: CSP1

Section 278 and Section 38 of the Highways Act 1980 enables a highway authority to seek commuted sums from developers. Oxfordshire County Council will apply a consistent approach to securing commuted sums for future maintenance for all Section 278's and Section 38's within Oxfordshire.

### Policy: CSP2

Oxfordshire County Council will aim to improve developers understanding of commuted sums including when they are applied, why and when they are paid, by this policy and associated procedure document.

### Policy: CSP3

Oxfordshire County Council will require developers to pay a commuted sum towards maintenance of highway assets that would not be required save for the development.

### Service Aims

1. Create transparency of commuted sum process and improve developers understanding.
2. Consistently secure commuted sums for all Section 278's and Section 38's within Oxfordshire.
3. To secure adequate money from developers to maintain new or altered highway assets.
4. Request betterment or whole life extension to highway assets, if it is the interest of future maintenance.

## Reference & Supporting Documents

- Commuted Sum Procedure
- Street Design Guide
- Highways Act 1980 - section 278 (3) and section 38 (6)
- The Bridge Management Code - section 4.8.9

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Review Date – Nov 2021



## Asset Management Policy

1. Oxfordshire County Council, as the Highway Authority, is ultimately responsible for the maintenance of all carriageway, footway, verges, trees, structures (with the exception of structures/embankments maintained by third parties e.g. network rail), electrical, drainage, signs and lines within the Highways Boundary throughout Oxfordshire excluding motorways and trunk roads.
2. Oxfordshire is committed to making the best use of its budgets and advocates an asset management approach for the maintenance of its highway network, in order to help deliver the best long-term outcomes for local communities.
3. A well-maintained highway network is key to the future economic prosperity and the quality of life of its residents, as stated in our Corporate Vision that there will be "Thriving communities for everyone in Oxfordshire".
4. This policy encompasses the Oxfordshire County Council's corporate vision and objectives and is also informed by the Local Transport Plan.
5. This policy does not cover private roads, third party structures or embankments adjacent to or supporting the highway, property/building assets maintained by Oxfordshire County or civil enforcement within the highway boundary.

### **Policy: AMP1**

Oxfordshire County Council We will develop and operate a formalised asset management approach in line with industry best practice to ensure the optimal use and direction of the County Council's resources in maintaining the local road network and assets for the benefit of current and future users.

### **Policy: AMP2**

Oxfordshire County Council will adopt a whole life cost approach to maintaining the local road network that, as far as practicable within available budgets, reflects both the structural need of the assets, the strategic importance of the route and local priorities

### **Policy: AMP3**

Oxfordshire County Council will prioritise available resources for maintenance interventions and treatment choices using a risk-based approach taking account of the safety and needs of different user-groups, network hierarchy and levels of use, network condition, customer expectations, environmental impact, and the implications of approved and anticipated developments.

**Policy: AMP4**

Oxfordshire County Council will develop long-term, sustainable, rolling programmes of work to ensure greater value for money by allowing investment decisions to support strategic priorities and provide better coordination with other work programmes and projects; Use the most cost-effective maintenance treatments at the right time to maximise the life of the asset and deliver value for money.

**Policy: AMP5**

Oxfordshire County Council's approach to asset management will help us to support our Corporate Priorities:

Thriving communities

- We will engage with local communities to ensure the delivery of a highway service that reflects local needs, and enables Town and Parish Councils to contribute to the enhancement of their locality

Thriving people

- We will deliver improvements in facilities used by those who walk and cycle, thus encouraging these active modes of transport

Thriving economy

- We will provide a highway environment that is easy for the old and young to use in a safe manner
- We will take a "risk-based" approach to infrastructure management to ensure that, within available budgets, treatments will be more effectively directed to optimise the condition of the network in ways that help people to live independent lives
- We will ensure that the maintenance and improvement of existing transport links is carried out in ways that support the local economy
- Our asset management approach will ensure that we are able to make better informed strategic decisions to ensure that we make best use of available resources
- We will be delivering an efficient transport network, in good condition, where disruption and delay is kept to a minimum and where journey times are reliable

**Service Aims**

1. Improve, or maintain, the overall condition of the as set out within Oxfordshire's Highway's Asset Management Plan & Strategy.
2. Secure funding to improve the conduction of all assets
3. Improve Customer Satisfaction in relation to Highways Maintenance
4. Reduce the whole life cost of maintaining assets.
5. Oxfordshire County Council will adopt a continuous improvement approach to asset management policies and practices.

**Reference & Supporting Documents**

- Highways Asset Maintenance Strategy
- Highways Asset Management Plan
- Asset Life-cycle Plans
- Oxfordshire's Local Transport Plan (LTP4)

Review Date – May 2019



## Highway Related Information Policy

1. Oxfordshire County Council, as the Highway Authority, holds extensive data on many factors surrounding the highway and related activity.
2. This document sets out the key policies defining how the council uses that data to create information to support effective management of the highway, highway-related assets, and the usage of the highway.
3. The strategic approach to implementing these policies on data is explained in [the Highway Information Strategy 2019](#).

### Policy: HIP1

No item of data should be held in more than one database or file. Wherever practically possible, any currently duplicated data points should be removed and referenced back to the single definitive source.

### Policy: HIP2

All new systems or modification of existing systems should link to and enhance current data sets without duplicating them.

### Policy: HIP3

The council's Infrastructure Information Management team (IIM) will carry out an annual audit on all data sets to ensure only useful data is being maintained.

4. For the purposes of this document a 'system' is *one or more related software applications and their associated data sets that help the Council manage a function or set of assets*.

### Policy: HIP4

A complete and current list of Internal and External Data Customers will be maintained. A system's recorded stakeholders will be consulted on before any proposed significant changes are carried out.

### Policy: HIP5

Any opportunity to automate the flow of data will be considered and adopted if deemed advantageous.

### **Policy: HIP6**

Wherever practical – data systems should not provide functionality that is already available in the council's core ICT applications.

### **Service Aims**

1. This document distinguishes between *data* – the raw quantitative readings of some measure – and *information* – the interpreted version of data upon which effective evidence-based decisions can be made.
2. The council seeks to support its decision makers by providing the highest quality and dependable information in a timely manner.
3. It aims to provide officers with the best possible digital tools to facilitate their work and the training and support to realise the full potential of those tools.

### **Reference & Supporting Documents**

- [Highways Information Strategy 2019](#)
- [OCC Highways Asset Management Plan](#)
- [Government Digital Service standard](#)
- [Government Technology Code of Practice](#)

Review Date – Nov 2021