



Delegated Decisions by Cabinet Member for Transport

**Thursday, 28 July 2011 at 10.00 am
County Hall, New Road, Oxford**

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 5 August 2011 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "Peter G. Clark".

Peter G. Clark
County Solicitor

July 2011

Contact Officer: *Graham Warrington*
Tel: (01865) 815321; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: *Date of next meeting: 1 September 2011*

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. A329 at Cholsey and Moulsoford - Speed Limits

Forward Plan Ref: 2011/022

Contact: Malcolm Bowler, Senior Traffic Technician Tel: (01235) 466119

10.00 am

Report by Deputy Director of Environment & Economy – Highways & Transport (**CMDT4**).

5. Burford Road Cycleway, Carterton

Forward Plan Ref: 2011/099

Contact: Odele Payne, Transport Planner Tel: (01865) 810443

10.10 am

Report by Deputy Director of Environment & Economy – Highways & Transport (**CMDT5**).

Division(s): Moreton

CABINET MEMBER FOR TRANSPORT – 28 JULY 2011

A329 AT CHOLSEY AND MOULSFORD – SPEED LIMITS

Report by Deputy Director for Environment and Economy (Highways and Transport)

Introduction

1. A general review of speed limits on the County's A and B class roads was carried out in 2009 in accordance with the Department for Transport guidelines on setting speed limits. This resulted in a recommendation to reduce the speed limit on the A329 between Cholsey and Moulsford to 40mph on safety grounds, which was approved following consideration of the responses to consultation by the former Transport Decisions Committee on 11 February 2010.
2. Implementation of the above change was however delayed pending a review of priorities for capital expenditure. At the same time, development of the former Fairmile Hospital site was started, which required – in accordance with planning conditions – installation of traffic calming measures on the A329 and associated amendments to the speed limit in the vicinity of the site. The latter were introduced by a temporary speed limit order which came into effect on 22 November 2010.
3. Formal consultations on a permanent speed limit order to reflect all the above changes were carried out in January 2011, and although the responses from the local community were broadly supportive, the following amendments were requested for consideration:
 - an extension of the 'buffer' 40mph limit at the north end of the development to include the junction of Caps Lane (the original proposal- reflected in the current temporary order – was for the 40mph limit terminal to be south of the Caps Lane junction);
 - the introduction of a 50mph limit north of Caps Lane to the roundabout junction with the A4130 Wallingford bypass.
4. Taking into account these responses, it was agreed to undertake a further consultation incorporating the suggested amendments. For the sake of clarity all the proposed changes to speed limits on this length of the A329 were included in the notice (the plan at Annex 1 sets out the proposals). This report details the responses to the consultation with officer comment and seeks a decision on whether the advertised proposals should be approved.

Consultation

5. The formal consultation period extended between 12 May and 10 June 2011. Responses are summarised at Annex 2. High levels of support have been received from the local community, including the local member Cllr Patrick Greene and Cholsey Parish Council
7. Thames Valley Police have objected, primarily on the grounds that they do not consider the proposals as they stand (without additional measures to achieve better compliance) accord with Department for Transport guidance, taking account of speeds as surveyed in 2010. Their objection at Annex 3 also refers to concerns over the design of, and consultation on, traffic calming features introduced as part of the Fairmile development.
8. Although the objections of the police are noted, our experience of speed limit reductions on comparable roads has overall been very positive in terms of improved safety, even where it has not been possible to provide the requested supporting measures to increase compliance.

How the project supports LTP3 objectives

9. This project aims to reduce the risk of accidents and encourage the use of walking and cycling especially in the context of the large residential development at the former Fairmile Hospital site.

Financial Implications (including Revenue)

11. The anticipated costs of implementing the scheme will be met from contributions secured from the developers of the Fairmile Hospital site
12. Ongoing maintenance costs are not anticipated to be significant.

RECOMMENDATION

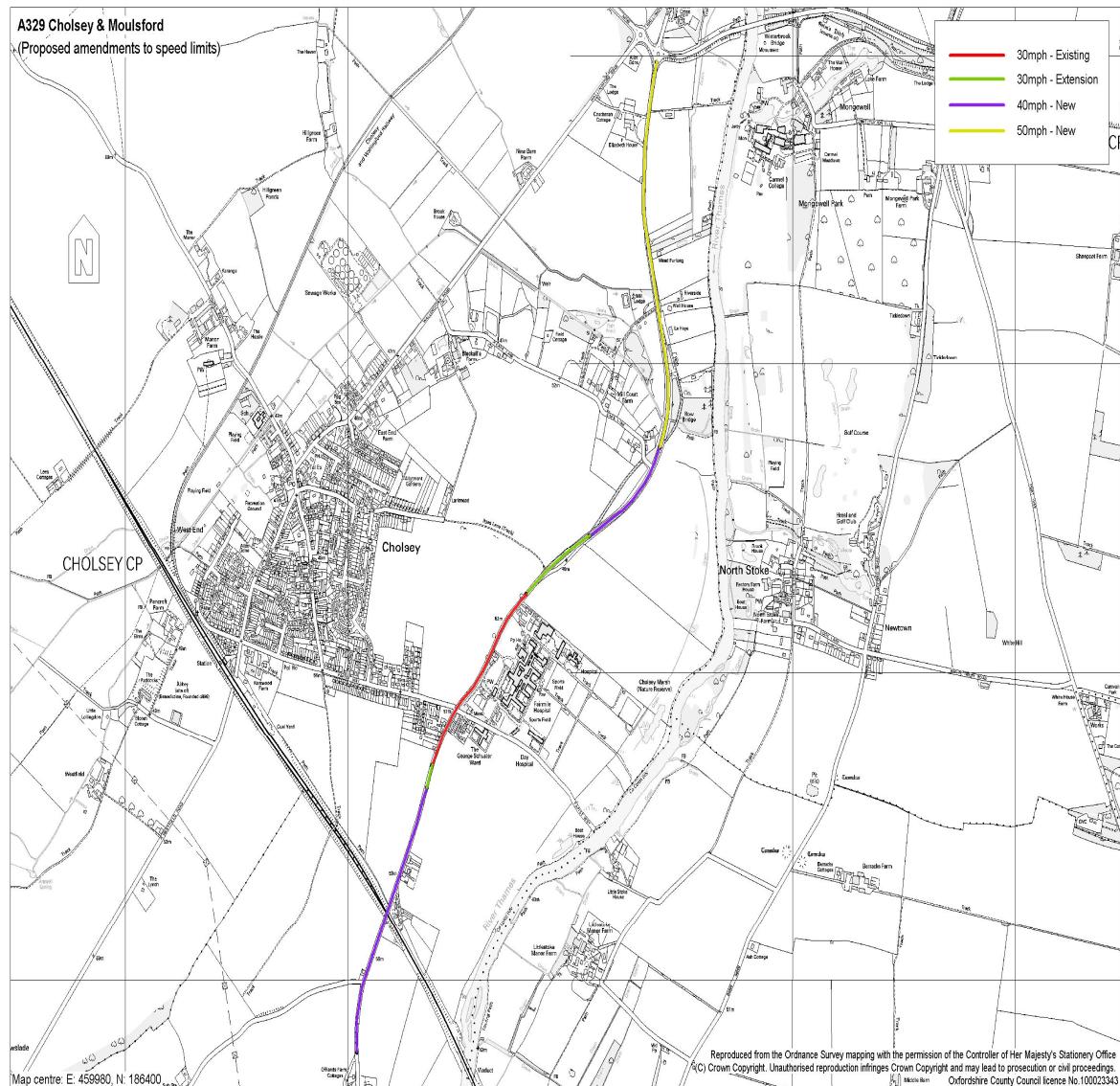
13. **The Cabinet Member for Transport is RECOMMENDED to approve implementation of the A329 Cholsey and Moulsoford speed limit order effecting changes in speed limits as set out in Annex 1 to this report.**

STEVE HOWELL

Deputy Director for Environment and Economy- Highways and Transport

Background papers: Copies of all the legal documents and letters and emails received in response are available in the Members Resource Room

Contact Officer: Anthony Kirkwood, Tel 01865 815704





Chris Hulme
Traffic Management Officer
 Thames Valley Police
 Traffic Management Unit
 Witney
 OX28 7HH
 Tel: (01993) 893926
 Fax: (01869) 364843
 E-mail: chris.hulme@thamesvalley.pnn.police.uk

24 May 2011

Our Ref HQ 178/1/236 TM – CH 129/11

Oxfordshire County Council
 Environment and Economy
 Speedwell House
 Speedwell Street
 Oxford
 OX1 1NE
For the attn. of Mr Anthony Kirkwood

Dear Sir,

Oxfordshire County Council (Cholsey and Moulsford)(Speed Limits)Order 20**

I refer to your letter dated 11 May 2011 regarding the above, in which you invite my comment.

The speed limits subject to these proposals were first consulted upon in January 2011 following the completion of Traffic Calming works at the location.

Thames Valley Police raised strong objection to the proposals and I attached a copy of my previous response, detailing the reasons for that objection.

I am aware that this new proposal now amends the 40 mph speed limit on the north side to include the junction with Caps Lane and includes a new 50 mph speed limit to the roundabout on the northside at the junction with the A4130.

Previous objection to the new speed limits proposal still applies for the following reason:-

- The underlying principles of DfT Circular Roads 01/2006 have been ignored.
- Your own speed limit criteria dated 20 July 2004 has not been applied.
- The current measures would appear to have increased collision history rather than reduce it.
- The speed data gathered in 2010 does not support the proposed lower limits.
- Following a Road Safety Audit carried out on 20 April 2011 concern was raised regarding the general lack of compliance to these speed limits and road safety implications with the Traffic Calming features in place.

Yours faithfully,

Chris Hulme
 Chris Hulme
 for Superintendent i/c
 Roads Policing

THAMES VALLEY POLICE

Division/Station : Roads Policing Bicester

From : Chris Hulme - Traffic Management

To: Superintendent Roads Policing

Ref : HQ 178/1/236

TM : CH 002/11

Date : 20 January 2011

Tel.No. 01993 893926

Subject

1.Oxfordshire County Council (Cholsey and Moulsoford)(Speed Limits)Order 20*Reference

This report is in response to a letter of consultation/draft Traffic Regulation Order and drawing number S/TRO 09/10/1 received from Oxfordshire County Council regarding the above subject.

History

There are no previous papers on file in relation to this particular subject.

Investigation

In conjunction with the development of land formerly Fairmile Hospital site at Cholsey, Oxfordshire County Council are proposing to extend the existing 30 mph speed limit on the A329 through Cholsey at its northern end by 340 metres, and its southern end by 70 metres, and to introduce a 40 mph speed limit from a point 290 metres south of its junction with Papist Way, Cholsey, southwards to a point 70 metres north of the boundary of No 1 Offlands Farm Cottages, Moulsoford. And from a point 832 metres north of its junction with Papist Way ,Cholsey, northwards for a distance of 300 metres

Consultation

The existing National speed limit along the A329 between the villages of Moulsoford and Cholsey was previously discussed as part of the speed limit review. Despite police objection, the County Council agreed to implement this change in speed limit from National to 40 mph

It is understood these further proposals were agreed following a planning application and to accomodate traffic calming features already installed at both entry points to Cholsey.

A Temporary Traffic Order reducing these speed limits has been in place since the 22 November 2010 in order to accomodate works on the highway.

I did meet Malcolm Bowler at this site on Wednesday 12th January 2011 where these proposals were discussed at length.

Conclusion

Thames Valley Police work in partnership with Oxfordshire County Council on the Speed limit reference group .The aim of the partnership is to discuss/implement new speed limits which 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 and driver perception etc.

The collision history shows 3 injury collisions in the last three years.

Two collisions in the vicinity of Half Penny Lane and Petrol station forecourt and the 3rd involving a vehicle emerging from Papist Way.

There is no previous collision history recorded in the last 3 years along the A329 north of Papist way.

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 85th 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.

There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.

The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2006) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement.

Although I have been provided with speed data which shows a considerable reduction in vehicles speeds, taken at various points both before and after the introduction of the traffic calming measures I raise concern that the mean speed of vehicles entering the new 40 mph limit is still too high on the north side and no data has been provided for the new 40 mph limit on the south side.

Our initial objection to lowering the nation speed limit remains , unless further measures are considered to reduce current vehicle speeds.

The new traffic calming measures already installed without formal police consultation, I would suggest are regularly monitored.

Recommendation

That a letter be sent to Chris Lees at Oxfordshire County Council for his information outlining the points made in this report.

Chris Hulme
Traffic Management Unit



Annex 2 – Summary of responses to consultation

Consultee	Supports proposals (Yes / No)	Summary of response	Officer comment
Councillor Patrick Greene (Local Member)	Yes	Very supportive of proposals, in particular the extension of the buffer 40mph limit northwards to include the Caps Lane junction , and the 50mph limit between A4130 and Caps Lane	Noted
Cholsey Parish Council	Yes	-	Noted
Reading Road Association	Yes	Very supportive of all proposed changes	Noted
The Railway Children (Nursery school)	Yes	Very supportive of proposed 40mph limit between Cholsey and Moulsford	Noted
Resident, Reading Road	Yes	Supportive of reduction of speed limit between A4130 and Caps Lane – requested also ban on overtaking on this stretch of road	An overtaking restriction by use of double white lines is not judged to be compatible with national guidance on their use
Resident, Reading Road	Yes	Supportive of reduction of speed limit between A4130 and Caps Lane	Noted
Resident, Reading Road	Yes	Supportive of reduction of speed limit between A4130 and Caps Lane	Noted
Resident, Reading Road	Yes	Supportive of reduction of speed limit between A4130 and Caps Lane , and extension of buffer 40mph limit to include Caps Lane junction	Noted
Thames Valley Police	No	Do not consider that proposals as they stand accord with Department for Transport (DfT) guidelines. Also concerned about the design of the traffic calming measures (see Annex 3 for copy of full response)	The DfT guidelines permit flexibility. Experience of speed limit reductions in similar settings has been positive. The design of the traffic calming measures is considered to be a separate issue.

This page is intentionally left blank

Division(s):

Burford & Carterton North East;
Carterton South West

CABINET MEMBER FOR TRANSPORT – 28 JULY 2011

BURFORD ROAD CYCLEWAY, CARTERTON

Report by Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. This report outlines proposals for improved cycle facilities along Burford Road, Carterton and seeks approval for implementation of the proposed scheme.

Background

2. Existing residential properties and the Shilton Park development at north east Carterton, of around 1500 dwellings, has resulted in an increased demand in trips from north Carterton to the town centre. The Shilton Park area has a network of formal cycleways that lead onto Burford Rd but there are no formal facilities into the town centre. A location plan is shown at Annex 1.
3. The proposed segregated cycle and pedestrian path will provide a safe off-road route for cyclists from north Carterton to the town centre along the east side of Burford Road and help create improved conditions for walking and cycling by joining up residential areas with the town centre, helping to achieve the County Council's overall transport strategy for Carterton. Cycling will be permitted on the cycleway in both directions.

Informal Consultation

4. An informal consultation took place between 30 June and 23 July 2010 when consultees were asked for their opinions on the type of cycleway they preferred from three options:

Option 1 – On road advisory cycle lanes

Option 2 – On footway shared use cycle and pedestrians

Option 3 – On footway segregated cycle and pedestrians

5. 20 responses were received: five preferred Option 1; one preferred Option 2; 9 preferred Option 3 and 2 preferred either option 2 or 3. One person objected to the scheme overall and two did not object to the scheme but did not state a preference for any of the three options. Carterton Town Council and local County members representing Carterton support the proposal.

6. The comments received show that there is greatest local support for an on-footway segregated cycle and pedestrian facility. However, there is some concern that cyclists and pedestrians will not adhere to the line/lane markings and there is increased hazard for vehicles entering and exiting existing properties due to the cycleway. These are both valid concerns. However, there is sufficient grass verge in front of most properties to provide a good level of visibility for vehicles manoeuvring and the proposed segregated path will clearly identify, with frequent lit signage, areas for pedestrians and those for cyclists.
7. A summary of the responses with officer comment can be found at Annex 2.

Description of the proposed scheme

8. The scheme proposes that the existing footway on the eastern side of Burford Road will be widened to 3.2m, with 1.6m designated to pedestrians adjacent to the property frontages and grass verge. A white line will advise separation of pedestrians from cyclists who will be able to cycle in a 1.6m lane adjacent to the road. Design drawings are attached at Annex 3.
9. Additional signs will be required, at regular intervals, as a reminder to cyclists and pedestrians that the route is for use by both groups. However, these will be kept to a minimum in line with the County Council's de-cluttering policy.
10. Tactile paving will be installed at the start and end points as a means of guidance for visually impaired pedestrians. Where the footway is being widened, the street lighting will be relocated to the back of the footway. This will mean that as much of the 3.2m wide space as possible can be used by pedestrians and cyclists with neither inhibited by street lighting.

Formal consultation

11. Formal consultation was conducted on the preferred scheme (provision of a segregated cycle and footway) in June 2011. Plans were sent to all stakeholders and posted on-line and letters sent to properties in Burford Road, Carterton.
12. Responses are summarised at Annex 4, together with an officer response.
13. Fewer individual responses were received than to the informal consultation. Whilst none of the respondents objected to the proposed scheme a number of comments on the design were raised.
14. Many of the remaining comments received during the formal consultation requested, recommended or queried the proposed layout and design. It is thought that none of these will materially alter the provision of the segregated cycle and footway scheme.
15. The request for flat top road humps to be installed at side roads and priority given across the side roads to pedestrians and cyclists on the route instead of

to road traffic, is one that officers agree has merit. However, whilst providing these would significantly increase the cost of this scheme omitting them would not detract from the aims of the proposed scheme. It is, therefore, not recommended that these changes be included in the scheme design. However, it can remain as an aspiration for Carterton and be considered for inclusion in the future if desired.

16. Once the stage 2 Safety Audit is complete, officers will review both the Safety Audit and formal consultation responses referring to detailed design matters, to identify if any alterations are required to the design of the proposed scheme.

How the project supports Local Transport Plan 2030 (LTP3) Objectives

17. The scheme would make a positive contribution to achieving the following three strategic objectives under the current Local Transport Plan:
 - develop and increase cycling and walking for local journeys, recreation and health (by converting an existing footpath to allow cycling use);
 - improve accessibility to work, education and services (by developing new cycle links);
 - reduce congestion (by encouraging walking, cycling and public transport use).
18. The scheme fits well with the Carterton Transport Strategy to develop schemes to provide a high quality cycle network. It forms an important cycle link where there is potential to convert car journeys to other modes, for local journeys, between areas of employment and housing in the town centre and north and north east Carterton.

Equality and inclusion

19. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation. However, the segregated shared use cycle track on the footway may have the potential to affect people differently according to their age and disability. Annex 5 provides more detail on this and shows that officers have considered equality issues carefully before reaching conclusions about the scheme.
20. During the detailed design process liaison with local inclusive mobility and access groups will continue in order to inform on the final design, including choice of materials, to offer the most advantageous design for all users.

Financial Implications

21. The proposed segregated cycle and footway is to be funded from developer contributions and £85,000 is currently identified within the Capital Programme. The contribution is restricted to the provision of transport within Carterton.
22. Funds to undertake construction supervision and project management of the scheme are included in the total budget allocated to the scheme. The capital construction cost for 2011/12 is estimated at £105,000. It is intended the additional £20,000 will be funded through the Integrated Transport Block funding.
23. Oxfordshire Highways and Transport staff will undertake construction supervision and project management of the scheme.

RECOMMENDATION

24. **The Cabinet Member for Transport is RECOMMENDED to**
 - (a) **approve the design and implementation of the proposed segregated shared use cycle and footway as set out in this report;**
 - (b) **approve the conversion of the footways, identified in Annex 1 to this report, to shared cycle/footways under Sections 65 (1) and 66 (4) of the Highways Act 1980;**
 - (c) **Delegate authority to the Deputy Director for Environment & Economy (Highways and Transport) in consultation with the Cabinet Member for Transport to make any alterations to the design during the detailed design process.**

STEVE HOWELL

Deputy Director for Environment & Economy, Highways and Transport.

Background papers: Consultation documentation

Contact Officer: Odele Payne, Transport Planner (01865 810443)

June 2011

Location Plan



Schedule: Cycleway will run along the eastern side of the B4020 Burford Road south from Swinbrook Road, crossing Upavon Way and continuing south on the eastern side of Burford Road toward Carterton town centre, terminating adjacent to St John the Evangelist Church.

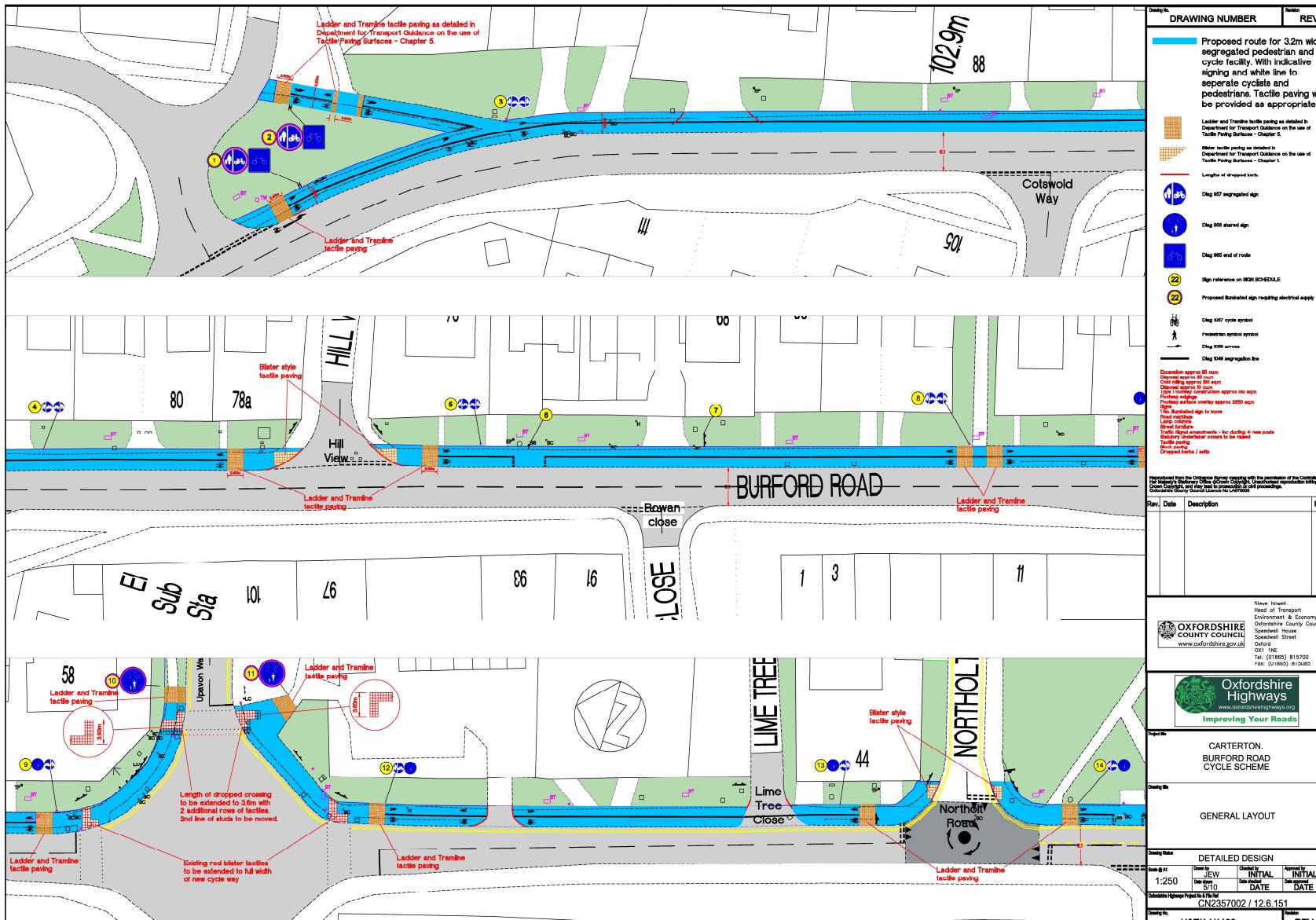
Annex 2**Carterton, Burford Road Cycle Scheme, Informal Consultation 2010**

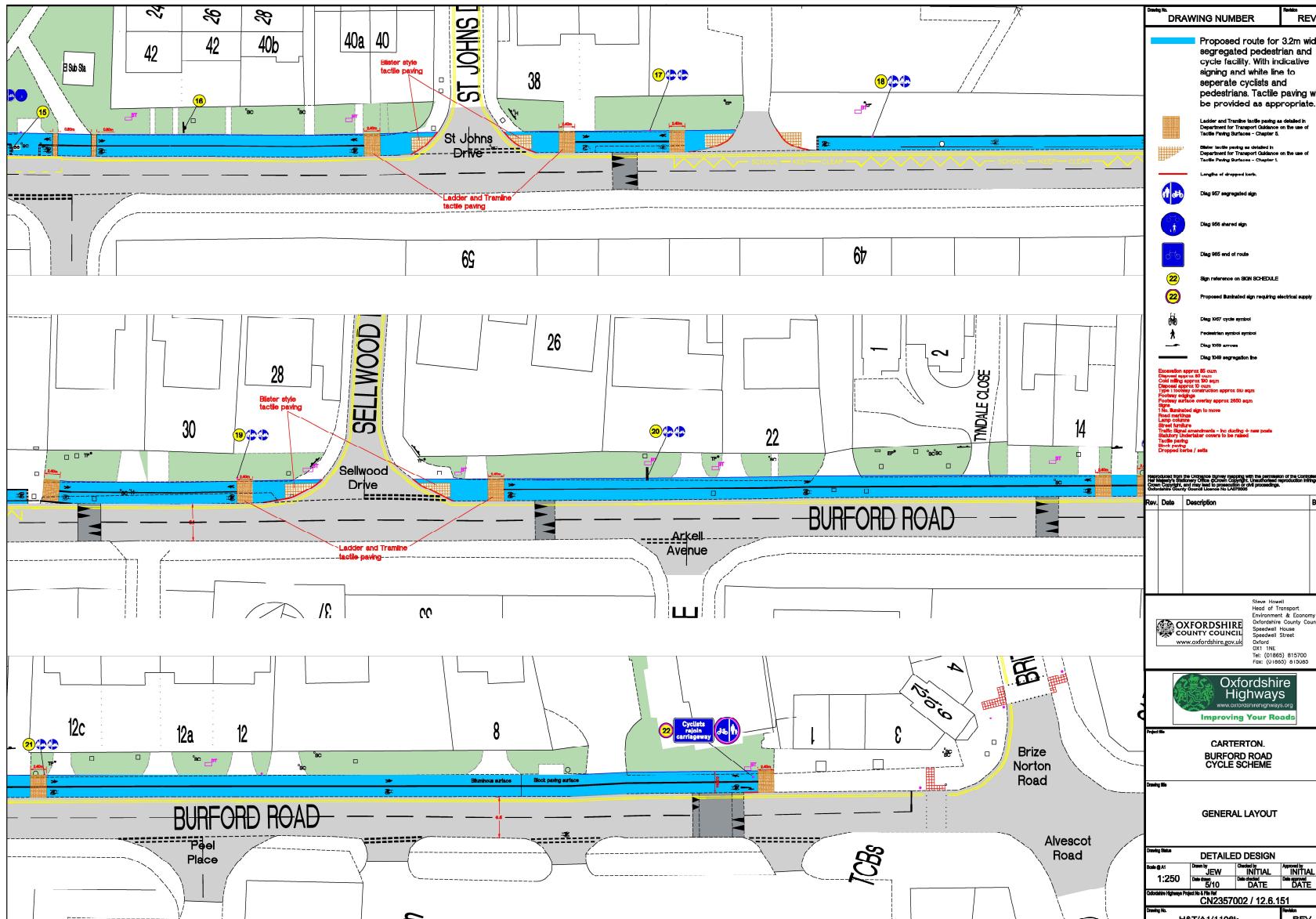
The informal consultation was with the emergency services, Carterton Town Council, local County Councillors, OCVA, CycloX and properties fronting the proposed cycle route. Summary of comments received during Informal Consultation.

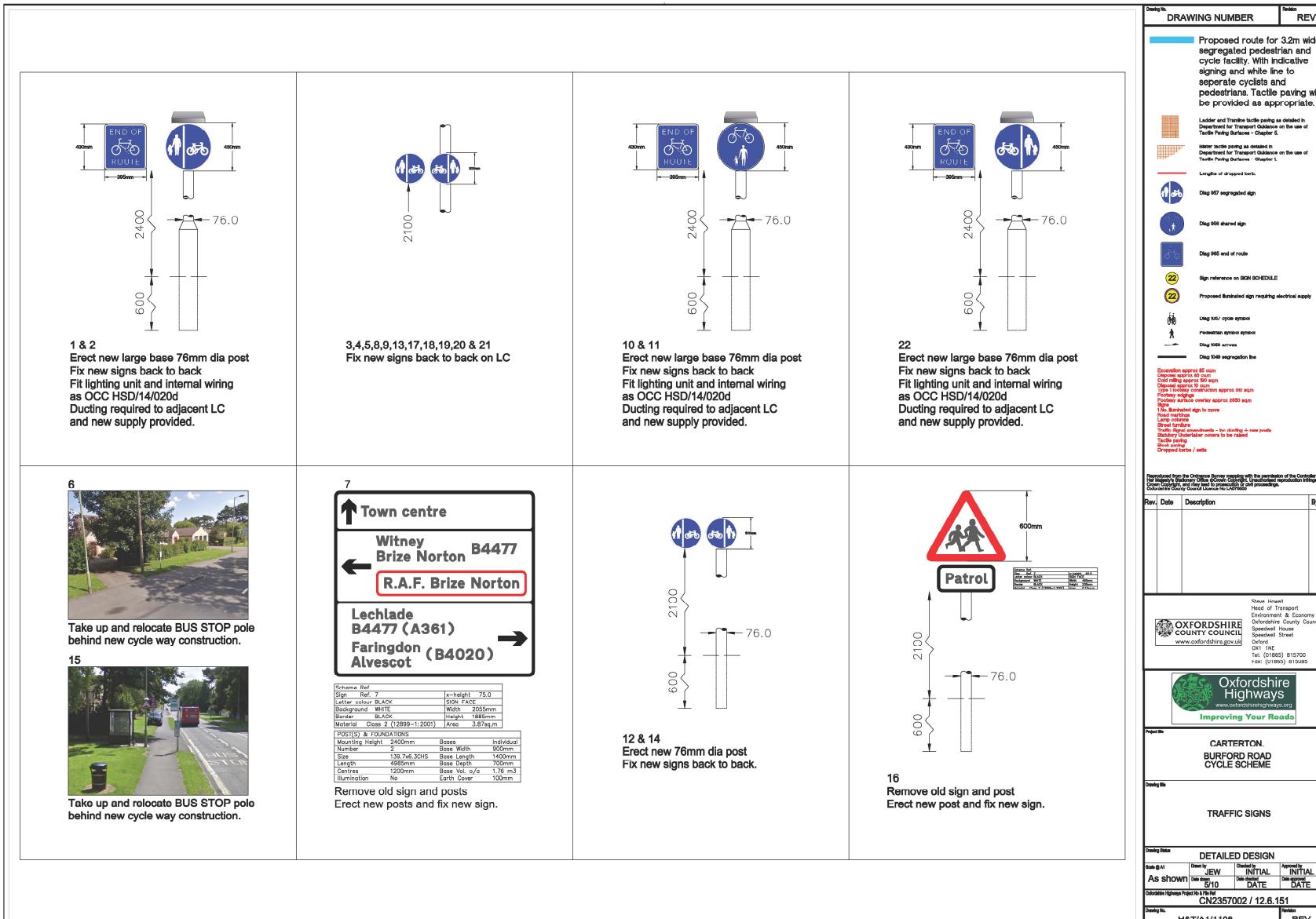
	Respondent	Support proposal	Comments	Officer Comments
1.	Resident, Burford Rd	Yes	Prefer option 3 with widened footway to cater for all users including “mobility vehicles”.	Noted
2.	Resident, Burford Rd	Yes	Prefer option 1. Objects to 2 & 3 as children, parents & pushchairs, mobility scooters, pedestrians don't mix well with the speed of cyclists.	Noted
3.	Resident, Burford Rd	Yes	In favour of a dedicated cycle track.	Noted
4.	Resident Burford Rd	Yes	Option 2 or 3 as road is not wide enough for option 1.	Noted
5.	Business, Burford Rd	Yes	Prefer option 3.	Noted
6.	District Councillor, Carterton	No	Believes that this exercise and scheme is a significant waste of public money and should be halted immediately.	This scheme is funded from Developer Contributions collected toward the provision of transport infrastructure in Carterton.
7.	Carterton Town Councillor	Yes	Prefer option 3 if funding is available, or nothing for now until sufficient funding can be found.	Noted
8.	Carterton Town Clerk	Yes	Prefer option 3. Option 1 & 2 are not acceptable.	Noted
9.	OCC Travel Plans Team	Yes	Prefer option 2. But no objections to any option that will improve cycling infrastructure.	Noted
10.	Resident, Burford Rd	Yes	Prefer option 1. Mix of children and cyclists is not a good combination but would like to see the carriageway repaired also.	Since this consultation sections of the Burford Road carriageway have been repaired.
11.	Resident,	Yes	Prefer option 3.	Noted

	Respondent	Support proposal	Comments	Officer Comments
	Burford Rd			
12.	Resident, Burford Rd	Yes	Prefer option 1. Not keen on the idea of cyclists using the footway and having to cross all accesses to private drives.	Noted
13.	Resident, St Johns Drive	Yes	Prefer option 3.	Noted
14.	Resident, Burford Rd	Yes	Prefer option 1.	Noted
15.	Resident	Yes	Prefer option 3. Option 1 too dangerous due to insufficient width.	Noted
16.	Carterton Cyclist	Yes	Prefer option 3. Option 1 too dangerous due to insufficient width. Option 2 would lead to more ped / cyclist conflict.	Noted
17.	OCC Road Safety Team	Yes	No objection.	Noted
18.	Thames Valley Police	Yes	No objections to any of the options providing that the legal requirements covering each (eg minimum widths etc) are met.	Minimum widths will be met.
19.	Resident, Burford Rd	Yes	Prefer option 3. Option 1 too dangerous due to insufficient width. Option 2 satisfactory if option 3 too expensive.	Noted
20.	West Oxfordshire District Council	Yes	Prefer option 1. On carriageway facility to minimise ped / cycle conflict and retain verges. Would wish to see wider advisory cycle lanes should road width permit.	Noted

Annex 3 - Scheme Design available on separate sheet.







Annex 4 - Consultation Responses – Formal Consultation Proposed Design, June 2011.

The formal consultation was with the emergency services, Carterton Town Council, local County Councillors, OCVA, CycloX, CTC, West Oxfordshire Sustainable Transport Forum and other local interest and access groups, as well as properties fronting the proposed cycle route. Summary of comments received during formal consultation:

	Respondent	Support proposal	Comments	Officer Comments
1.	Resident Burford Road	Unknown	<ol style="list-style-type: none"> 1. Requested barriers be installed to ensure people coming out of the footpath from Church View do not cut across the grass verge, as they cannot be seen when exiting the adjacent driveway. 2. Requested enforcement of the cycleway, as witnessed a lack of respect of cyclists for pedestrians. 	<ol style="list-style-type: none"> 1. To be considered for inclusion in detailed design. 2. Noted
2.	West Oxfordshire Sustainable Transport Forum.	Yes	<ol style="list-style-type: none"> 1. Requested that the design is altered to include tabled/flat humped traffic calming at side roads, with the give way lines in side roads placed behind the table to give priority to pedestrians and cyclists across the junction instead of road traffic. The group felt the benefits are: <ul style="list-style-type: none"> • Such crossings improve movement for pedestrians and cyclists. • Cyclist priority is recommended for side roads with <100 vehicles per hour, and should be considered for 100-200 vehicles. • Clear signage and markings are essential, so that motorists are aware. • It can be helpful to set the crossing back from the kerb ("bent out") but this is not essential. • Humped crossings ("side raised entry treatments") are preferable, though again, not essential. 	<ol style="list-style-type: none"> 1. Agree this has merit. However to provide this would significantly increase the cost of the scheme. It is not recommended that they be included in the scheme design.
3.	CTC Representative	Yes	<ol style="list-style-type: none"> 1. Suggests the two-way cycling lane of 1.6m is too narrow. 2. Feels the scheme would be simplified if it were not segregated. 3. Suggests cycles should have priority at all road junctions. 4. Concerned about the design at the end of route. Rejoining the carriageway at the southern end by the traffic light controlled junction with Brize Norton and Alvescot Roads will be a difficult manoeuvre to execute (looking over shoulder) and it puts the cyclist at quite a disadvantage. Suggests several design options: a) Continue the path to an ASL box at the lights and provide some protection to the cyclist rejoining the carriageway. b) Paint a Give Way line for south bound traffic in front of the raised table and allow cycles to leave and join the 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. As stated in response to respondent 2. 4. Consider for inclusion in detailed design.

	Respondent	Support proposal	Comments	Officer Comments
			<p>path from the top of the raised table.</p> <p>5. Requested the white centre line of the carriageway be removed from the existing tabled junction.</p> <p>6. Queried the white circle on the layout plan to the right of reference 18.</p> <p>7. Cycles join the cycleway at the northern end of Burford Road by Swinbrook road at an acute angle. Will the dropped kerb be flush? Wet dropped kerbs with even small lips will take the front wheel away at such angles. Suggests a) Moving the Give Way line of Swinbrook Road back so cycles can access the cycleway "in line". b) Extend the length of flush kerb to 5m.</p> <p>8. Cycles rejoicing the carriageway heading north on Shilton Road are at a significant disadvantage. It's not clear how cyclists will choose to perform this manoeuvre. Suggests a raised table crossing be installed on Burford Road near reference 3. This would be a useful traffic calming feature as well as a useful crossing point for cyclists and pedestrians.</p>	<p>5. Noted.</p> <p>6. The white circle is a litter bin. Care will be taken to ensure this is not an obstruction.</p> <p>7. Consider for inclusion in detailed design.</p> <p>8. Consider for inclusion in detailed design.</p>
4.	Road Safety Team, OCC	Yes	<p>1. Would recommend consideration of providing 'give way' markings for cyclists at side road junctions. These should be provided for both directions of travel to ensure cyclists give way to side road traffic.</p> <p>2. If there are bus stops it can be helpful to provide give way markings for both directions to help highlight for cyclists the need for caution when passing through the stop area.</p> <p>3. There are however one or two locations where the proposed markings seem possibly a little over-provided (e.g. near the Swinbrook Road junction).</p> <p>4. Providing humps across the side road junctions does appreciably improve the amenity of the route (for both pedestrians and cyclists). Recommend that these be considered, even if as a 'retro fit' so as not to delay the scheme.</p>	<p>1. Consider inclusion in detailed design.</p> <p>2. Noted</p> <p>3. Noted</p> <p>4. Agree this has merit. However to provide these would significantly increase the cost of this scheme and it is not recommended that they be included in the scheme design.</p>

	Respondent	Support proposal	Comments	Officer Comments
5.	Disability and Equality Adviser, OCC	Unknown	1. Provide a raised thermoplastic separating line or different colour/ texture surfaces to aid identification and use.	1. Consider inclusion in detailed design.
6.	WODC Planning Officer.	Yes	1. Has consideration to priority crossing side roads been looked into? 2. Is segregation with a white line down the middle necessary? The route could still be signed and marked as a shared pathway. 3. In relation to signage we should be aiming to reduce the amount of street clutter to a minimum.	1. As stated in response to respondent 2. 2. Initial consultation favoured segregated use. 3. Noted.
7.	County Councillor Carterton South West	Yes	1. Help enable cycling.	1. Noted

Annex 5 - EQUALITY AND INCLUSION

The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation. However, the segregated shared use cycle track on the footway may have the potential to affect people differently according to their age and disability.

There may be a negative impact on older pedestrians with age related disabilities or reduced mobility, as a result of the segregated shared use cycle tracks on the footways. Older people can be more fearful of conflict with cyclists. They may see or hear the cyclist approaching later than younger people; they may suffer from poor balance and the consequences of falling are generally more severe for older people.

One person's perception of a near miss will be different from another's, but fear can affect people's willingness to venture out, thus reducing their independence.

Disability: The same potential negative and positive impacts apply to disabled people of all ages, as they do for people with age related disability. However, they may be more pronounced, particularly in the case of blind or profoundly deaf people, who may not be able to detect approaching cyclists at all.

Officers have carefully considered the advantages and disadvantages of segregated shared use footways and have retained them in the proposals because of their benefit in providing safe cycle routes for all users, including children and less confident adult cyclists.

It is identified that cyclists who are faster and more confident and who might be more intimidating for pedestrians if on the footway, might continue to cycle in the carriageway as has been observed at present. However, the proposal provides a formal facility for those who currently cycle illegally on footway.

The footway widths conform to the recommended Department for Transport guideline standards for shared use facilities. Street furniture would be moved as necessary to remove obstacles. Appropriate signage, tactile paving and footway markings would be used, in accordance with guidelines. Kerbline changes at some junctions will improve visibility. A stage 2 safety audit will be conducted; any issues arising from this will be redesigned accordingly.

This page is intentionally left blank