



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

***Thursday, 14 January 2016 at 10.00 am
Committee Rooms 1 and 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 22 January 2016 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 "PG Clark".

Peter G. Clark
Head of Paid Service

January 2016

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

Note: Date of next meeting: 11 February 2016

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. Proposed Prohibition of Driving and Waiting Restriction - Meadow Lane, Oxford (Pages 1 - 10)

Cabinet Member: Environment

Forward Plan Ref: 2015/081

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE4**).

The report presents objections received in the course of a statutory consultation on a proposal to introduce a prohibition of driving of motor vehicles (except for access) and a prohibition of parking along a section of Meadow Lane in Oxford.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposal as advertised.

5. Proposed Bus Lane & Parking/Waiting Restrictions - Orchard Centre (Phase 2), Didcot (Pages 11 - 32)

Forward Plan Ref: 2015/094

Contact: Owen Jenkins, Highways, Transport & Waste Service Manager Tel: (01865) 323304

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE5**).

The report presents comments and objections received in the course of a statutory consultation on proposals to introduce and amend various traffic restrictions in Station Road and The Broadway, Didcot, as part of the Orchard Centre (phase 2) development.

The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised.

6. Proposed Traffic Improvements (Speed Limits & Crossings) - Hagbourne & Chilton Area (Pages 33 - 44)

Forward Plan Ref: 2015/109

Contact: Owen Jenkins, Service Manager – Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE6**).

The report presents comments and objections received in the course of the statutory consultation on the proposals to introduce various traffic restrictions in the Science Vale UK (SVUK) area, in relation to the Chilton Interchange Improvement.

The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised and set out in this report.

7. Proposed Amendment of One Way Traffic Restriction - Old Minster Lovell (Pages 45 - 52)

Forward Plan Ref: 2015/112

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE7**).

The report presents comments and objections received in the course of a statutory consultation on a proposal to clarify the precise extent of a current one-way traffic restriction on a minor road in Old Minster Lovell, which has been in place in some form since 2008.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposal as advertised.

Division(s): Iffley Fields & St Mary's

CABINET MEMBER FOR ENVIRONMENT - 14 JANUARY 2016

PROPOSED PROHIBITION OF DRIVING AND WAITING RESTRICTION – MEADOW LANE, OXFORD

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections received in the course of the statutory consultation on a proposal to introduce a prohibition of driving of motor vehicles (except for access) and a prohibition of parking along a section of Meadow Lane in Oxford.

Background

2. The section of Meadow Lane between Jackdaw Lane and Bedford Street is not adopted and its ownership is unclear, but it is metalled and is well-used by pedestrians and cyclists.
3. As it is recorded on the Definitive Map as a public footpath, vehicular use of Meadow Lane by the general public (as distinguished from vehicular use by those with private access rights) is unlawful. However, the County Council has received a number of requests from the local community, including residents, Councillors and St. Mary & St. John Primary School, to take measures to reinforce this. In particular there have been requests to introduce enforceable restrictions to prevent parking along this part of Meadow Lane which in the past has caused access difficulties for large vehicles, including emergency vehicles accessing the school, and could become more significant with the increase in pupils attending the school premises. It is considered that in the particular circumstances of this case it would be appropriate to promote a Traffic Regulation Order – as an adjacent land owner Oxford City Council have provided funds for these restrictions to be promoted and implemented, if approved.

Consultation

4. The Formal consultation on the proposals (see plan at Annex 1) was carried out between 19 November and 18 December 2015. Letters were sent to approximately 70 properties in the immediate area (including the adjacent school), whilst street notices were also put up at intervals along the street. A public notice was advertised in the Oxford Times on 19 November, with an email sent to the statutory consultees, including Thames Valley Police, Fire & Rescue Service, Ambulance service and local County Councillors. A total of 16 responses were received as part of the consultation process and these are

summarised in Annex 2. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.

5. Thames Valley Police had no objections but sought clarification of the appropriateness of the 'Prohibition of Driving' restriction given the status of Meadow Lane as a public footpath. In response, the intention of this restriction is simply to reinforce the position that even though there will be a prohibition on parking along the road, this does not indicate a general permission for motor vehicles to use the route; it will also allow those who currently use the Lane to access their property to continue to do so.
6. Councillor Curran and others expressed concern that the effect of the proposed parking restriction will be to increase parking pressures in nearby residential streets, and that an alternative solution would be for Meadow Lane to be widened on the west side to allow both the current parking to continue and provide additional capacity for other residents to use. In response, the purpose of the restriction is to address current concerns regarding access – should the owner of the land on the west side of the Lane choose to widen it to allow parking in the future then the restriction could be amended accordingly.
7. The Head Teacher of St Mary and St John CE Primary School and a number of residents have written in support of the proposals – the former setting out the effect that impeded access along Meadow Lane can have on the operation of the School and the safety of pupils.
8. Two residents with direct access onto Meadow Lane and another with rear access have objected to the proposals. They suggest that the current practice of parking close to the buildings, or by the playground fence or in the passing bays, does not cause an obstruction. They request that specific provision should be made for residents and visitors (including Blue Badge Holders). In response, whilst it is acknowledged that there are those who do park carefully to avoid causing obstruction, there are others who do not do so and it is considered that the only way to ensure clear access to properties is to remove all parking. Previous proposals for a residents parking scheme in the Iffley Fields area (which included those properties with access onto Meadow Lane) were rejected in 2009 following consultation. With regard to parking for Blue Badge holders, this is permitted on double yellow lines for up to 3 hours providing no obstruction occurs.

Conclusion

9. The situation on this part of Meadow Lane is unusual with the combination of an unadopted road with no clarity of ownership, an entry on the Definitive Map as a public footpath, and a need to provide access for large vehicles (including emergency services) to a primary school. Whilst it is acknowledged that a small number of residents will have to make alternative parking arrangements – and that the nearby streets are already congested – it is considered that the proposed restrictions should be introduced in the best interests of the community as a whole.

How the Project supports LTP4 Objectives

10. The proposals would help reduce the risk of accidents, improve road safety and facilitate the easier flow of motor traffic in the area.

Financial and Staff Implications (including Revenue)

11. Full funding for the proposal has been provided by Oxford City Council (as an adjacent landowner).

RECOMMENDATION

12. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised.**

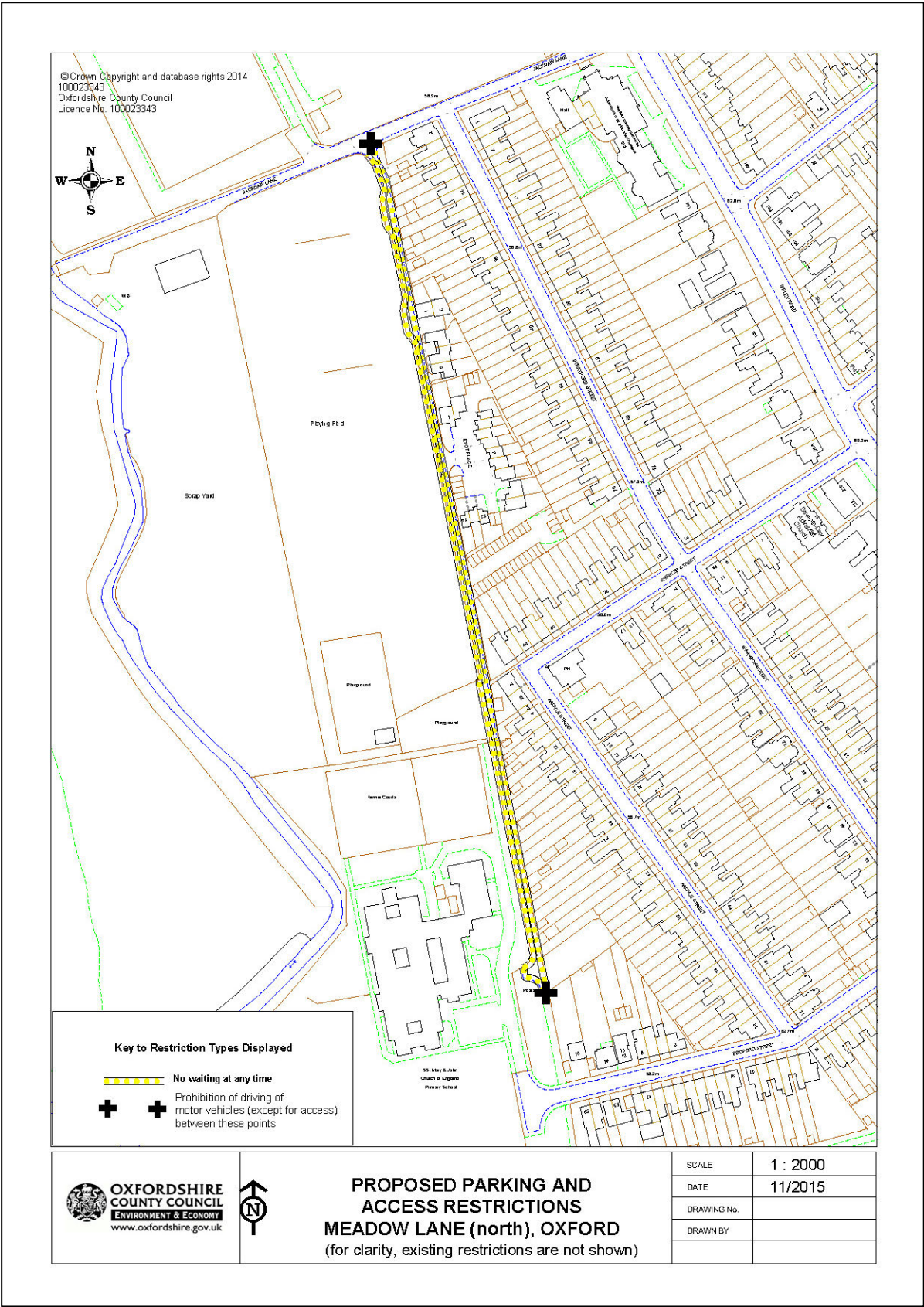
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Owen Jenkins 01865 323304

December 2015



ANNEX 2

RESPONDENT	COMMENTS
Thames Valley Police	No objection but seeks clarification of the appropriateness of the use of 'Prohibition of Driving' restriction given the status of this part of Meadow Lane on the Definitive Map. Notes any enforcement activity by Thames Valley Police will be extremely low
County Cllr Steve Curran	Notes that the reasons given for the proposals are to aid access for emergency vehicles etc in Meadow Lane it will make the parking issues in Stratford Street and Argyle Street worse. The parking in these streets is already pretty impossible. It makes much more sense to have no parking on the street side of Meadow Lane and to widen it on the field side to allow for overflow parking from residents in Stratford and Argyle Streets at the same time allowing emergency vehicles to pass with ease.
Headteacher, St Mary and St John CE Primary School	The school is strongly in favour of the proposal to prohibit parking or driving (except for access) on Meadow Lane. The school's address is Meadow Lane: it was built with access for all heavy deliveries to be made through the large double gates, giving onto the Lane, situated opposite the school's hall and kitchen. Bedford St, which is its other access, is a residential road with heavy parking from its own residents and is not suited for lorries. Deliveries are made to the school most days of the week, chiefly with food for the school dinners, but also with other equipment. Just one car parked on Meadow Lane prevents the food delivery lorry from reaching the school: the driver then has to trolley the goods along the road, adding half an hour to the delivery time, which impacts on our kitchen timing and on the other schools on his round. Rubbish lorries cannot pass parked cars and there have been occasions when we have not had collections, which is serious. More importantly, parked cars can obstruct the emergency services. There was an incident in March 2015 when the ambulance could not reach the entrance, had to back down the road and drive round to gain access through Bedford St. which added twenty minutes to its response time.

Resident of Meadow Lane	<p>Having been resident on Meadow Lane for over 3 years, there have been comparatively few incidents of any parked cars restricting access past the houses. There have been no incidences of missed deliveries to our property or missed collections of rubbish once notices were issued at the junction with Jackdaw Road stating that parking was prohibited on Meadow Lane.</p> <p>Concerned about a few points and would like to suggest a couple of adaptations/alternative solutions that would represent the best of both worlds for all involved:-</p> <ol style="list-style-type: none"> 1) We are concerned that the already congested parking conditions on Stratford Street will be exacerbated by the complete removal of all previous “common sense” parking on Meadow Lane by residents which does not prevent access by emergency vehicles, such as tight to the walls of properties and in the passing bay areas, which have been successfully used for parking for at least 5 years without any problems. Stratford Street residents have already lodged issues with their current situation (due to the lack of permit system) and this is likely to get worse with Meadow Lane residents using that as their closest legal parking spaces. 2) There appears to be no provision in the plans for disabled parking (blue badge holders) specifically, meaning that the closest disabled access requires a wheelchair user to travel 400m to Meadow Lane residence from Stratford Street disabled bays. This is clearly not suitable for those that rely on a wheelchair permanently especially in poor weather when neither Stratford Street nor Meadow Lane are treated with grit/salt. 3) There are several houses on Meadow Lane that have been given HMO licenses, and it’s safe to assume that in these instances, it is likely that multiple vehicles are also in use. We assume that this will have been considered when issuing HMO licenses, and therefore it would seem sensible that it is also considered when changes to the parking are made. <p>To ensure that the needs of residents are met whilst maintaining emergency access, it would seem sensible to provide a small number of residents parking bays plus a disabled bay, clearly marked, whilst using double yellows to restrict parking inappropriately. These bays could be placed in the central bay currently marked for “passing”, as there are adequate passing spaces close to the junction with Jackdaw Lane to the north, and the junction of Eyot Place to the south. If both “passing bays” are still desired, then joining of the bays to create an extra standing for around 3 cars that could include a disabled bay would</p>
-------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>seem to provide an ideal compromise between emergency access and the needs of the residents. If no bays are provided, then there is the likelihood of blue badge parking on double yellows (as is permitted when displaying a valid badge) which may pose more of an issue.</p>
<p>Resident of Stratford Street (with rear access off Meadow Lane)</p>	<p>This is a private lane and for those who have altered their back gardens so they can park their cars it won't affect them, but I haven't. It's going to make life very difficult as I am elderly and have problems getting around. My niece helps me with my chores at least 4 days a week and always has trouble finding a place to park on Stratford Street so has to park round the back on Meadow Lane. Outside my back gate is a parking bay and it's unfair to put double yellow lines in these bays.</p> <p>This is going to affect so many people, not only residents, but for families who come and play in the lovely green field, also young and older people who play football, cricket and plenty of other sports. It's not that they're going to park there all day; it's only for a short amount of time. What's the problem?</p>
<p>Resident of Argyle Street (with access off Meadow Lane)</p>	<p>I have been resident since 2012 and my door is on Meadow Lane, and really my address should have been Meadow Lane as my only access is located on the Lane opposite the children's playground. The only bottle neck that exists on Meadow Lane is the stretch of road from Eyot Place up to the alley leading into Argyle Street as this is made particularly narrow by drivers who leave their cars and mopeds who go to the skateboard park and sometimes students going to the University or City Centre.</p> <p>Concerning the ambulance/emergency issue, in all my time here twice an ambulance came and the only reason for an accident in the skateboard park, and once the ambulance could not reverse because again someone left a vehicle near the entrance of Eyot Place. All other times the ambulance and police cars went from the main entrance of the school in Bedford Street.</p> <p>To resolve the problems I suggest one of these three options:-</p> <ol style="list-style-type: none"> 1. Widen the road of Meadow Lane by one metre, so even if someone parks there is still enough room for larger vehicles to pass. 2. Put up a physical barrier, and give all residents and delivery drivers to the school a key to unlock and drive through. 3. Put on one side of the Lane a double yellow line from the start of Meadow Lane until the entrance of the children's park or passage leading into Argyle Street.

	<p>In my opinion, at the moment, I do not see any sense to have double yellow lines covering the stretch between the alley to Argyle Street and the school as it is wide enough and does not cause any issues or bottle neck with the lorries and ambulances, and it will inconvenience me (as I have no parking spot) and all the other people who bring their children by car and park out of school hours to use the children's park for a short time.</p> <p>If all of the Lane does have double yellow lines all the parking traffic will switch into Argyle Street and all the residents will complain, as they already have problems parking their vehicles especially out of school hours coming back from work or weekends.</p>
Resident of Argyle Street	I wholeheartedly support the Council's proposals.
Email Response	I welcome the proposal.
Resident of Stratford Street	Supports the proposal as long as access to rear driveways on those properties that back on to Meadow Lane is maintained.
Online Response, (unknown)	This is an excellent initiative. With Meadow Lane having a school, a children's playground, a skate park and the leisure areas of Aston's Eyot and The Kidneys for walkers, picnickers and dog walkers, the notion of all these people having to run the gauntlet of traffic is an accident waiting to happen. However, I am very concerned about the knock-on effect for Bedford St at school start and finish time.
Online Response, (unknown)	It will be a relief to know that the school has access for emergency vehicles and that the Lane will not be used as a car park.

Online Response, (unknown)	Anything the council can do to keep this rare traffic-free route properly free of cars should be strongly supported.
Online Response, (unknown)	Supports the proposal as long as access to rear driveways on those properties that back on to Meadow Lane is maintained.
Online Response, (unknown)	Supports. Believe it would make travel safer and more efficient.
Online Response, (unknown)	No objection. Would like to keep this path free from cars as a footpath/cycle route only, it is dangerous if cars are using it too.
Resident of Fairacres Road	This proposal is welcome but there is now a serious problem in the turn round area in Meadow Lane at the end of Fairacres Road. Recently cars and vans have started parking in the turn round space, especially at night which is a hazard for cyclists who are forced to swerve to avoid parked cars and visibility for cars coming up to the junction is very poor. The parked cars also block access for emergency vehicles. Could the Regulations be extended to Fairacres Road please

This page is intentionally left blank

Division(s): Didcot West, Didcot East & Hagbourne

CABINET MEMBER FOR ENVIRONMENT – 14 JANUARY 2016

PROPOSED BUS LANE & PARKING/WAITING RESTRICTIONS – ORCHARD CENTRE (PHASE 2), DIDCOT

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents comments and objections received in the course of the statutory consultation on the proposals to introduce and amend various traffic restrictions in Station Road and The Broadway, Didcot, as part of the Orchard Centre (phase 2) development.

Background

2. In July 2015 South Oxfordshire District Council approved – following very extensive local consultation including the planned changes to local bus routes – a planning application for the expansion of the Orchard Centre which includes more retail units, restaurants, parking, open space and a new gym.
3. The principal effect in respect of traffic movement of the approved plans is the re-opening of the southern end of Station Road to buses and pedal cycles only, with access to the bus lane being controlled by rising bollards, in place of the existing bus provision in High Street (between Broadway and Hitchcock Way) which will be closed. Details of the proposed traffic regulation orders for Station Road, including the section not currently highway just north of Broadway, and on Broadway itself in the vicinity of the proposed new signalled junction with Station Road are shown at Annexes 1 – 4.

Consultation

4. The formal consultation on the proposals was carried out between 5 November and 4 December 2015. This comprised letters being sent to approximately 255 residential and business properties in the immediate area, street notices being placed at intervals along the roads affected, public notices being published in the Didcot Herald on 4 November and the Oxford Times on 5 November 2015. In addition information was sent by email to statutory consultees, including Thames Valley Police, the Fire and ambulance services, Didcot Town Council, Bus Operators and the local Members, while a dedicated page was added to the County's online consultation portal to allow people to view and respond to the proposals.
5. Eighteen responses were received, comprising 9 objections, 8 responses raising one or more areas of concern, and 1 response in support; the

responses are summarised at Annex 5. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.

6. Thames Valley Police had no objection in principle to the proposals but did raise a concern that pedestrians crossing the bus lane had no specific crossing provision, and that while the rising bollards should effectively control access by cars and other larger vehicles, motorcycles would be able to bypass the bollards in contravention of the proposed restriction. The police also raised queries about possible obstruction of the bus route as a result of loading during permitted loading hours.
7. County Councillor Hards raised a number of specific concerns relating to the suitability of Station Road for use by buses, the provision for loading and deliveries, and parking issues including the proposed loss of three disabled bays and some spaces used by residents of Station Road.
8. The response from a local bus company raised a number of concerns regarding the viability and technical details of the scheme; these, together with the response supplied by the developer's consultant, are detailed at Annex 7.
9. A local taxi operator challenged the exclusion of taxis from the bus lane, citing that almost all the bus lanes in operation in other parts of the county permit use by taxis, as does the current bus only link in the High Street at the eastern side of the existing Orchard Centre.
10. Harwell Parish Council objected to the proposals to allow buses to use the pedestrian area of Station Road adjacent to The Cornerstone arts centre building.
11. Didcot First, a local organisation promoting Didcot, raise similar concerns on the safety of buses using the pedestrian area and queries on the wider management of buses in the vicinity, including the existing bus stops nearby.
12. The manager of The Broadway public house raised concerns over loading provision under the proposed new layout and traffic restrictions.
13. The remaining objections and concerns were largely from residents of Station Road; these included concerns over the suitability of Station Road as a bus route, and concerns over road safety, noise and emissions, and the loss of parking.

Response to objections and concerns

14. The concern of the police over the safety of pedestrians crossing the bus lane is noted; however experience of roads with similar restrictions (principally Queen Street in Oxford) is that these operate with good levels of safety and that bus drivers exercise high levels of care when travelling through such areas. Their concern that motorcyclists may contravene the proposed restriction (given that the proposed rising bollards would not stop motorcycles from travelling within the bus lane) is also noted; again experience of other

bus lanes has been that abuse by motorcyclists is in practice very rare. The concern relating to potential obstruction by loading vehicles is noted and the operation of the scheme if approved will be monitored to determine if this is an issue requiring further investigation. The proposals have been the subject of an independent road safety audit at both the preliminary and detailed design stages.

15. Many of Cllr Hards concerns were the subject of consideration by South Oxfordshire District Council at their Planning Committee meeting on 29 July 2015 at which approval for the Orchard Centre phase 2 development was granted. Annex 6 shows the developers' consultants responses to detailed concerns raised in that consultation, and the paragraphs within this Annex particularly relevant to these concerns include paras 1,2, 7 and 13.
16. The proposal to remove the 3 disabled parking bays that are currently at the southern end of Station Road adjacent to the cinema also raised concerns. Although not on the public highway a total of 9 new disabled parking spaces are proposed as part of the development, 4 of which are proposed to be located in the new Station Road car park, which will be in an equivalent location to the spaces to be removed from Station Road.
17. A clause has been included within the draft Section 106 agreement for the developers to pay for the monitoring of on-street parking on Station Road and White Leys Close and to fund the implementation of a Controlled Parking Zone (CPZ) , which would restrict parking to residents only, if this is judged to be required. This provision is considered to adequately address concerns were raised by local residents over the proposed amendments to waiting restrictions in Station Road.
18. The concerns of the local taxi operator that taxis are not proposed to be allowed to use the proposed bus lane are noted. A taxi rank is currently located on High Street, which is approximately 30m in length. Taxis are able to arrive and depart the rank from both Broadway and Hitchcock Way. The re-provision of a taxi rank at a new location opposite the petrol filling station (26m in length) ensures that taxis continue to benefit from a waiting facility. The pick-up / drop-off layby outside Sainsbury's will be maintained. A further taxi facility is proposed within the Broadway car park (17m in length), since this is closer to the retail units and it ensures that customers have a choice. It is anticipated that this would accommodate the level of demand for taxi use, and that when considering the wider interests of pedestrians and road safety in minimising the use of the proposed bus lane, the current proposal to limit the use of the bus lane to buses and pedal cycles only is appropriate.
19. Harwell Parish Council's concerns over the proposed bus lane through the current pedestrian area do not cite any specific issues, but are presumed to relate to road safety and pedestrian amenity. The comments given above on the Thames Valley Police response on road safety apply; it is accepted that the proposal may result in some loss of pedestrian amenity but this needs to be balanced against the wider benefits of the development.
20. The concerns of Didcot First relating to the use of the bus stops are noted.

High St is not officially a bus terminus and no bus stands are provided there. Therefore, Station Rd has been designed with bus stops but it will not be a terminus. It is proposed to provide 3 bus stops on Station Road; 2 boarding and alighting stops and 1 alight-only bus stop. The 2 boarding and alighting bus stops are proposed to have a bus shelter with seating. However, it is not proposed to provide a bus shelter for the alight only stop as there will be no bus passengers waiting at the bus stop. The design of the bus stops has been agreed by the County Council with the developer.

21. The issue of loading for The Broadway public house is being investigated by the developer's consultants, who will be liaising with the manager on this matter.
22. The concerns of residents responding to the consultation primarily related to the use of the road by buses and also the proposed changes to parking provision; Annex 6 provides a detailed response to these issues. Additionally some concerns were raised by residents over potential structural damage to properties on Station Road caused by vibration from the bus traffic. Station Road has previously operated as the main town centre bus route up until 2002. There is no reason to suggest that reopening it as a bus route would cause any structural damage to buildings.
23. As part of the development scheme Station Road is to be widened on the east side to assist two-way bus operation. As part of this work the eastern half of the road will be resurfaced and tests have been undertaken recently on to determine the current condition of the rest of the road; the results are currently being analysed to determine how much resurfacing of the remainder of Station Road is required.
24. Pedestrian safety on Station Road (particular children and other vulnerable groups) was cited as a concern from a number of respondents. The pedestrian facilities on Station Road will be maintained and there will continue to be footways on both sides of the carriageway, ensuring sufficient provision of segregation from other road-users.
25. Some respondents also expressed concerns about the impact of the bus route on those businesses with outdoor seating, and whether they would be able to continue to provide this in the shared space. The proposals do not include any physical changes to the existing seating areas and the businesses will be able to continue providing outdoor seating for customers.
26. Concerns were raised about the proposed management and control of bus flows to prevent more than one bus at a time through shared surface part of Station Road. It is planned that the proposed rising bollards will restrict access to the shared space area for permitted vehicles only, and as such will not 'gate' buses. Given the relatively low frequency of buses that are anticipated to use Station Road, it is not considered necessary to 'gate' bus traffic at this time but this will be kept under review as bus services in Didcot respond to local growth.

27. The concern that the removal of the High Street bus route will add additional traffic to Jubilee roundabout is not correct; the proposed Station Road bus route was selected instead of routing buses via the Jubilee roundabout.
28. The potential impact of traffic generation from the car rental business on the Station Road bus route and vehicle traffic was cited as concern. However as this is an existing operation it is not considered relevant in relation to the proposed changes to the traffic restrictions on Station Road.
29. A minor concern was raised that the proposed rising bollards to manage the bus flows will make it difficult for service vehicle access to the telephone exchange. However a detailed design swept path analysis has been undertaken for all movements that will be required to be made, and this is not considered to be an issue.

How the Project supports LTP3 Objectives

30. The proposals would help facilitate the flow of motor traffic in the area.

Financial and Staff Implications (including Revenue)

31. Funding for the proposal is being delivered by the developers of the Orchard Centre (Phase 2); the appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

32. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised.**

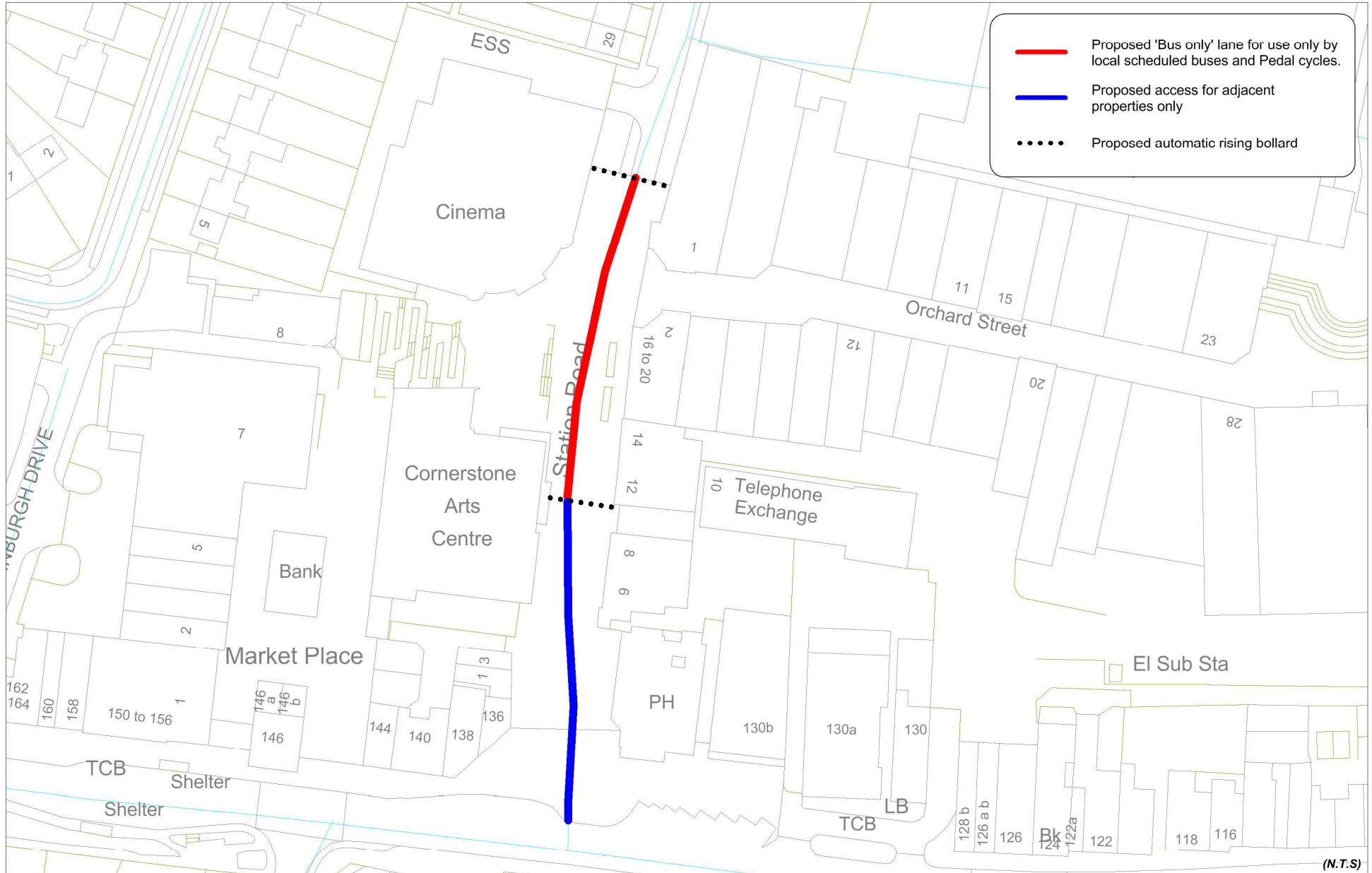
MARK KEMP

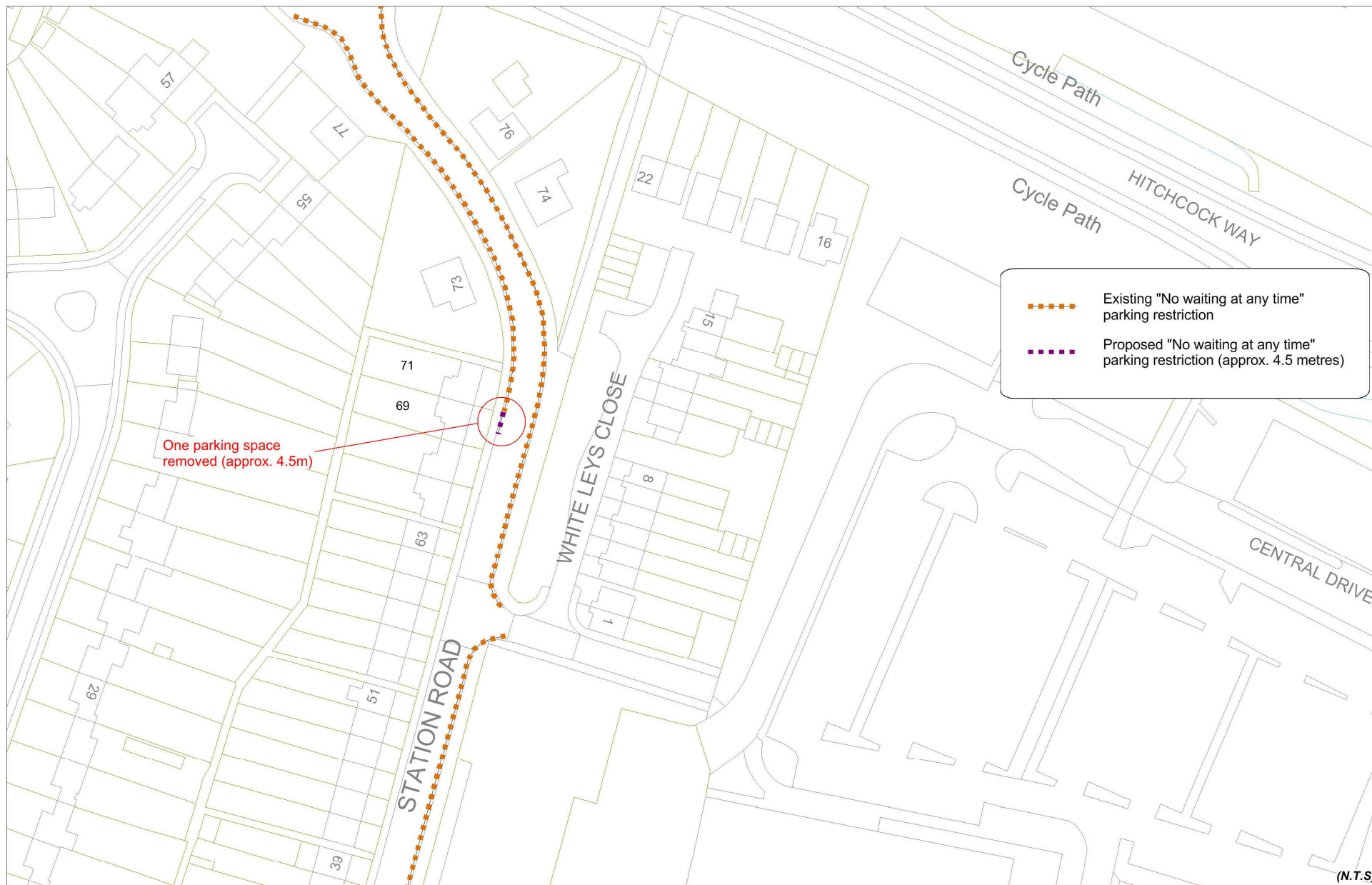
Deputy Director of Environment & Economy (Commercial)

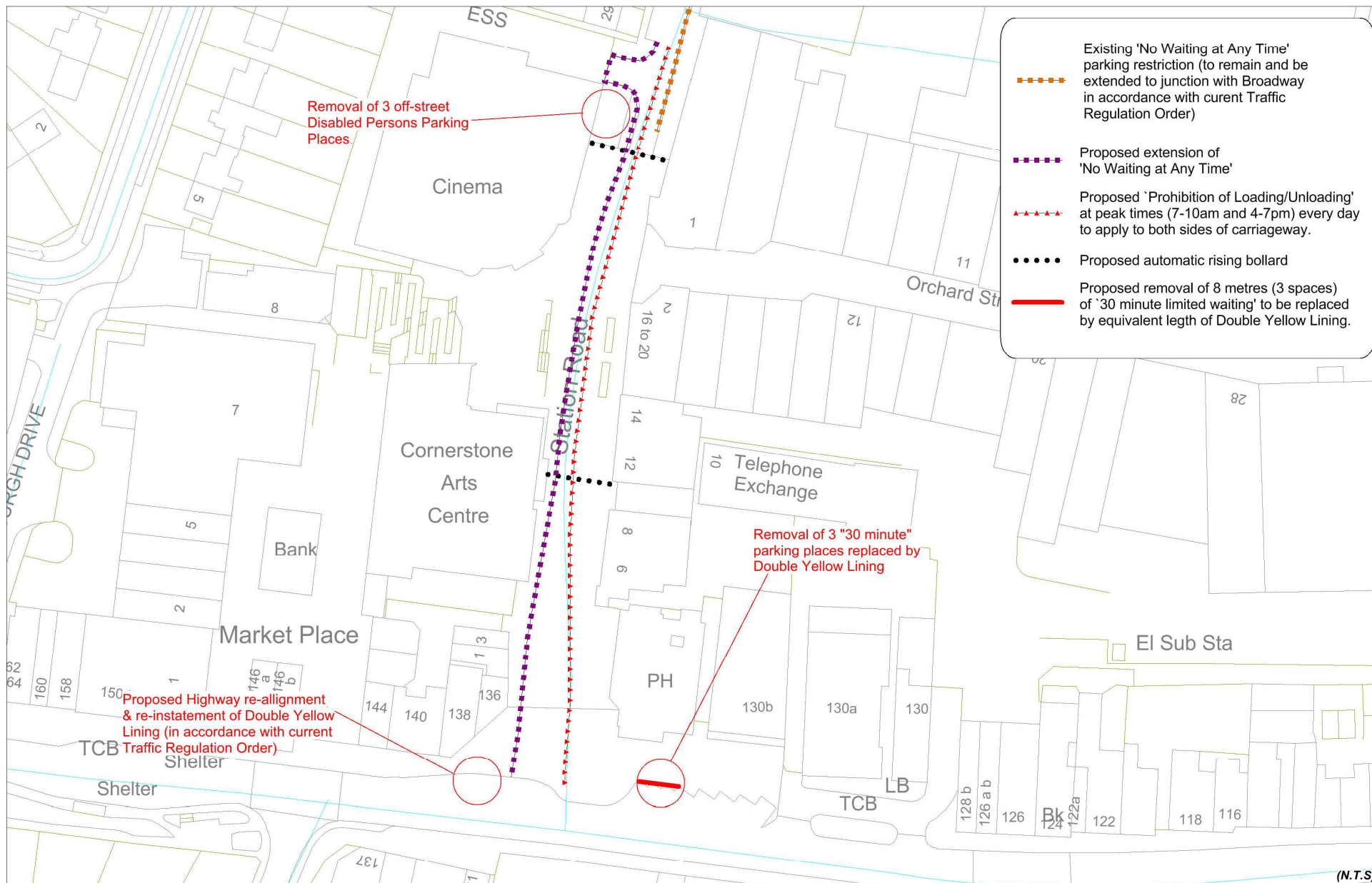
Background papers: Consultation responses

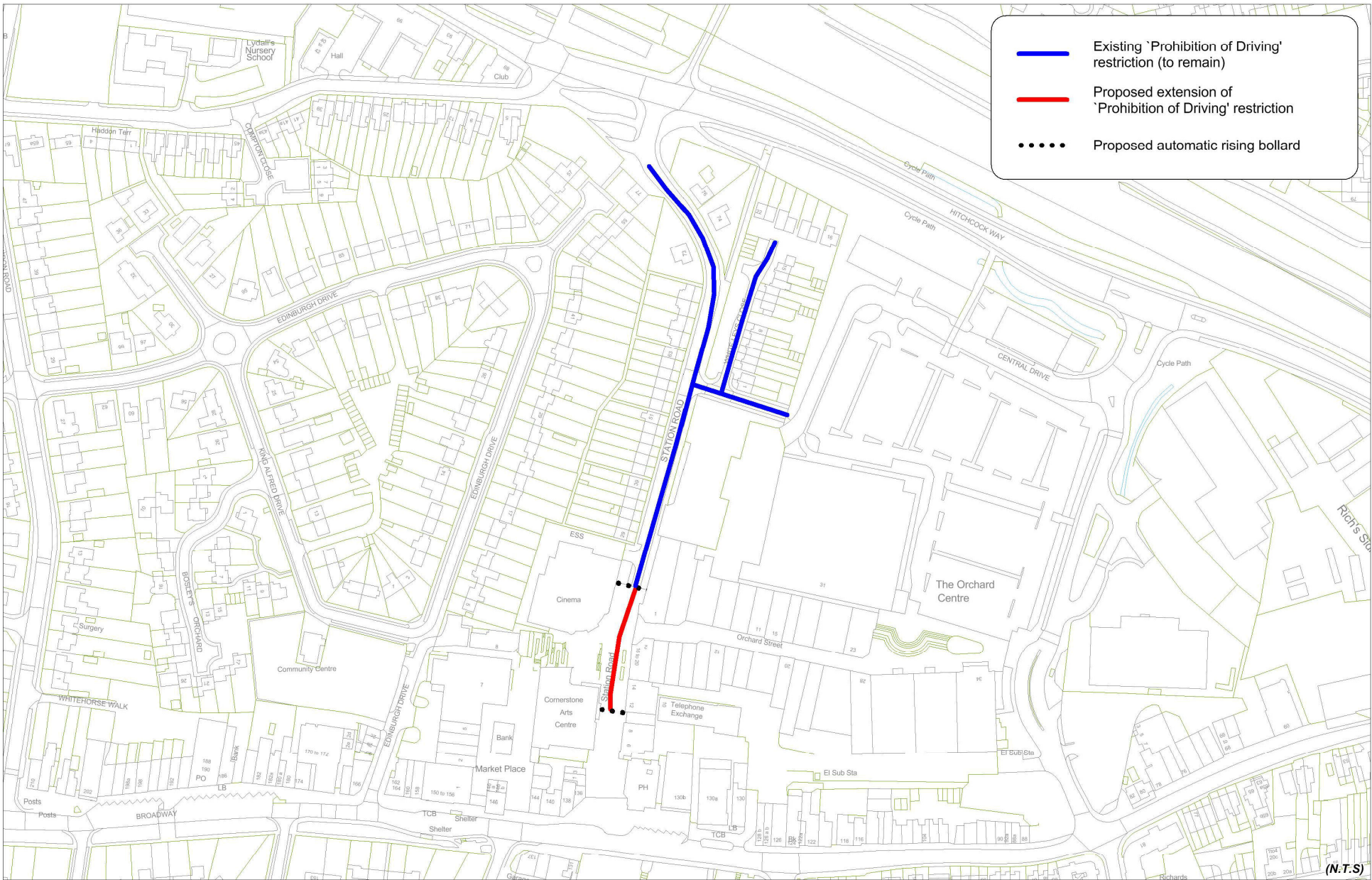
Contact Officers: Owen Jenkins 01865 323304

January 2016









Reproduced from the Ordnance Survey mapping with 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. © Crown Copyright and database rights 2015. 100023343



Date drawn: 04/11/2015
Drawn by: CJM

Map centre:
easting. 452755, northing. 190192

ANNEX 5

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Not against highway improvements providing all aspects of public safety have been addressed, and notes that the proposed rising bollards will ensure that the bus lane will be self-enforcing other than motorcycles. ▪ Raises query about the safety of a pedestrian area shared by buses and cycles ▪ Restrictions will feature extremely low in terms of enforcement activity by Thames Valley Police, and notes that disabled badge holders will be able to park within the road outside the proposed loading ban periods. ▪ All lines and signs need to be in accordance with The Traffic Signs and General Directions 2002 before any order comes into force.
County Councillor Hards	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Impact of bus route on local business in Station Road, ▪ Loss of residents parking, ▪ Delivery to business has been underestimated, and the proposed lining will not allow sufficient room for buses to pass at these times, ▪ ‘Proper’ bus shelters with seats are required at all stops, ▪ Removal of disabled bays is not acceptable, suitable replacements are required, ▪ Suitability of carriageway to accommodate two buses passing at bends on Station Road. ▪
Harwell Parish Council	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Effect on local business/community facilities with buses traffic.

Thames Travel	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Need to ensure that delivery vehicles do not impede bus traffic during permitted loading times, ▪ Wishes to ensure that the dimensions of the carriageway and associated features are fit for purpose in so much that: <ul style="list-style-type: none"> ○ Two buses can pass on Station Road without parked vehicles impeding passage, ○ Carriageway width needs to be at minimum 6.2 metres (preferably 6.75 metres), ○ Safety concerns about rising bollards in terms of ‘fail-safe’ procedures, ○ Drivers vision should not be impeded by vegetation/planting, ○ Unsure about priority given to buses exiting Station Road onto Broadway.
Local Business, (Taxi Company)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Lack of access for Taxi operators, unlike those other bus lanes in the County, the current bus lane is a key pick up/drop off point for many elderly and disabled taxi users, ▪ Safety concerns over vulnerable pedestrians through not allowing taxi access, ▪ Concerned about bus management i.e. buses remaining in place for extended periods, ▪ Would rather see the area adjacent to Station Road designated as new car park being used as a small bus terminus.
Didcot First	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Concerned about provision of bus stops and management of bus flow, as well as the lack of Bus Terminus facility, ▪ Concerned about loss of bus shelters and seating, ▪ Would rather see the area adjacent to Station Road designated as new car park being used as a small bus terminus, ▪ Feels that buses trying to pass in this confined area would be extremely hazardous to pedestrians, ▪ Bringing buses into the pedestrian area will also have a dramatic effect on emissions and air pollution.

Resident, (Lydalls Road)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels the bus lane through Station Road will have a negative impact on the currently well-used pedestrian area, ▪ Believes the removal of disabled bays discriminates against those with mobility issues, ▪ Use of pole & flag bus stops in place of sheltered seating as seen currently, ▪ Feels the loss of further residents parking will add to the already significant pressure on spaces, ▪ Concerned over safety of buses exiting onto Broadway, ▪ Concerned about safety of buses passing at bend on Station Road, ▪ Believes the extension of driving prohibition will be meaningless unless effectively enforced (unlike the current order), ▪ Concerned over the potential environmental effects, such as loss of established trees, ▪ Suitability of carriageway to accommodate two buses passing in terms of width.
Resident, (Station Road)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of residents parking.
Resident, (Station Road)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of residents parking.
Resident, (Station Road)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Safety of buses traveling along Station Road, ▪ Removal of disabled bays, ▪ Loss of residents parking.

Resident, (White Leys Close)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Impact of buses on local residents, ▪ Access to properties & vehicles, ▪ Safety of residents, particularly children, ▪ Increased noise pollution & pedestrian activity.
Resident, (Station Road)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Buses passing at bend on Station Road, ▪ Bus lane does nothing to alleviate traffic problems in local area.
Resident, (Station Road)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Road Suitability: <ul style="list-style-type: none"> ○ Concerns about the bend at the northern end of Station Road, particularly potential damage to large Horse Chestnut tree within conservation area, ○ Concerned about potential structural damage to buildings on Station Road caused by heavy bus flow, ○ Concerned about damage to overhead wires across Station Road, have already been damaged by taller vehicles, ○ Concerned about noise & air pollution, especially as buses wait at the bollards, ○ Concerned about damage to road surface which is already heavily damaged, ○ Concerned about positioning of bus stop by White Leys Close, reducing visibility for vehicles trying to enter/exit, also the fact that the bus stop is being located in a conservation area, ○ Concerned about enforcement of prohibition of driving order for Station Road & White Leys Close, current order has only had limited success and would require effective enforcement, ○ Concerned about the negative impact that buses would have on the major pedestrian access into town, ○ Concerned that routing buses through Station Road not enhance or preserve an established

	<p>Conservation area,</p> <ul style="list-style-type: none"> ○ Concerned that plans to alter the loading prohibitions would have a negative effect on the local businesses. <ul style="list-style-type: none"> ▪ Removal of pedestrianised zone: <ul style="list-style-type: none"> ○ Concerned that the introduction of buses to the Station Road area will have a detrimental effect on business, especially those with outside seating areas, ○ Concerned about increased danger in Station Road to children and other vulnerable pedestrians, ○ Concerned that the introduction of traffic along Station Road would create a split between 'Old' and 'New' Didcot, ○ Concerned that the area outside Cornerstone will be impacted by the introduction of regular traffic, especially impacting the various outdoor events. ▪ Changing Existing Bus Arrangements: <ul style="list-style-type: none"> ○ Concerned that the new bus stops would add an additional load to shoppers using them, as the locations are 250m apart on a 14m gradient, ○ Feels that bus stops should be located as close as possible to the amenities people using them require.
Online Response, (unknown)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels that Station Road is not suitable for bus traffic, being too narrow to accommodate two buses passing each other, ▪ Concerned that enforcement has not been addressed properly, especially due to the removal of High Street as a rat-run may cause drivers to seek Station Road as an alternative, ▪ Feels that the use of signed only enforcement will not be sufficient, considering the current restrictions are not adhered to, ▪ Concerned that the re-alignment of the bend on Station Road will have an impact on the tress within the Conservation area, ▪ Concerned about the potential of conflict between vehicles at the northern bend on Station Road, especially between motor vehicles and pedal cycles,

	<ul style="list-style-type: none"> ▪ Believes that by adding bus traffic to Station Road will compromise the safety of local residents on a currently quiet road, ▪ Concerned that the bus traffic on Station Road will have detrimental effects on residents, primarily visual and noise pollution, ▪ Concerned about the reduction in parking for local residents, ▪ Concerned that loading bays will further reduce the available space for pedestrians, having an adverse effect on the area as a whole, ▪ Concerned that the accessibility to the pedestrian zone for vulnerable pedestrians (i.e. disabled) will be impacted by the proposals, ▪ Feels that the proposed bus route will have an adverse effect on the character and environment of the area.
Resident, (Station Road)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Suitability of carriageway to accommodate two buses passing, ▪ Safety of residents, particularly children & other vulnerable pedestrians, ▪ Increased noise & air pollution from bus traffic.
Resident, (Brunstock Beck)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Effect on local business that provide outside seating/eating facilities, ▪ Increased noise & air pollution from bus traffic.
Email Response, (unknown)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Safety of pedestrians due to possible conflict with buses on Station Road

Annex 6 - Responses by Developers' Consultants to concerns raised in consultation

The Developer's consultants' have supplied the further comments detailed below in relation to concerns raised in the consultation, although note that these have already been considered as part of the Planning Committee and/or as part of the Stage 1 & Stage 2 Safety Audits.

The references to Committee Report and Committee Addendum Report relate to the South Oxfordshire District Council Planning Committee Meeting on 29 July 2015; the full documents are available on the South Oxfordshire District Council web site: <http://democratic.southoxon.gov.uk/mgChooseDocPack.aspx?ID=1785>

1. Removal of residential parking on Station Rd - The houses along Station Road do not have any parking due to the period in which they were constructed. The residents therefore have to park on the road. However, they do not have any right to park or allocated parking." The existing residential parking along Station Rd is 130.5m in length. It is proposed to reduce the length of the residential parking by 4.5m to 126m. Using the largest length of an on-street parking bay (6.6m), there would be 19.1 parking bays in 126m and 19.8 parking bays in 130.5m. Using the smallest length (4.5m), there would be 28 parking bays in 126m and 29 parking bays in 130.5m. Therefore, there residents on Station Rd would lose a maximum of 1 on-street parking bay. A clause has been included within the draft S106 for Hammerson to pay for monitoring of on-street parking on Station Rd and White Leys Close and implementation of a Controlled Parking Zone (CPZ) if required. *(see also: Committee Addendum Report paragraph 4.0 point 4)*
2. Station Rd not wide enough for two-way buses - OCC objection to Station Rd bus route subsequently removed. Committee Addendum Report paragraph 4.0 'Thames Travel' point 3 states that "OCC have removed their objection to the Station Road proposal and accepts this is a suitable alternative to the High St, they have not raised any technical objections in terms of highway safety and convenience, road width or visibility concerns." Station Road is to be widened under the proposals and the scheme has been designed to accommodate buses travelling in both directions at the same time. *(see also: Paragraph 7.12 of Committee report)*
3. Danger to pedestrians in Station Rd shared space (bus and pedestrian conflict) - This was not raised as an issue in the Stage 1 or 2 Road Safety Audits (RSAs). In relation to resident's concerns about safety, there are examples of other places such as Oxford City Centre and Newbury town centre where shared surface streets with bus routes through them work effectively and safely. A safety audit of Station Road has been undertaken and submitted as part of the amended plans to ensure that

pedestrian safety is fundamental to the scheme through the design, layout and hard and soft landscaping. The Safety Audit demonstrates that the proposal will not adversely affect safety and can provide an appropriate and safe route.” (see also: *Paragraph 7.13 of the Committee Report*)

4. Conflict between delivery vehicles and buses in shared space on Station Rd - OCC have reviewed the scheme and have not raised any objection with regard to deliveries. The shared space has been designed to allow deliveries to take place and buses to route through the space. Street furniture has been located so as not to interfere with vehicular movements within the shared space. (see also: *Committee Addendum Report paragraph 4.0 point 7*)
5. Effect on trees, particularly the Horse Chestnut Tree on Station Rd - The developer is entering into a S278 Agreement to widen Station Road in order to allow for the two-way movement of buses. The tree is not subject to a Tree Protection Order and the Arboricultural Officer at South Oxfordshire District Council (SODC) has not raised any concerns about the impact of the proposals on the horse chestnut tree. There is also a planning condition (Condition 22 – Tree Protection Station Road) that relates to the protection of this tree.
6. Noise and air quality impact from buses in Station Rd - the proposal will not adversely affect air quality or noise levels. In addition, with regards to potential Noise and Air Quality, respectively, no objection was made by the Environmental Health Officer. (see also: *Paragraph 7.22 of the Committee Report*)
7. Road safety issues with buses, cars and cyclists travelling around the ‘blind bend’ on Station Rd - The safety audit undertaken on behalf of the applicant demonstrates that the proposal will not adversely affect safety and can provide an appropriate and safe [bus] route.” The scheme has been designed to accommodate buses travelling in both directions on Station Rd at the same time. (see also: *Paragraph 8.4 of the Committee Report*)
8. Insufficient clearance for buses to pass under the overhead cables - Station Road was previously used by vehicles and buses before the first phase of the Orchard Centre was constructed. There were no issues during this time that I have been made aware of in relation to the impact on overhead power cables.” It is proposed to widen Station Rd and provide new, higher utility poles on the eastern side of Station Rd in order to raise the cables. However, residents are concerned that on the western side of Station Rd the cables will continue to be attached to the houses and there will therefore not be sufficient clearance. The typical height of a double decker bus is 4.4m and a typical height of a 2 storey house is 5.7m to eaves. The bus will be over 8m from the house (e.g. width of house frontage, footway and on-street parking bay) and as such the cables will be higher at this point than at the house. Figure 1 below provides a cross section of Station Rd, which demonstrates that there will be sufficient

clearance. The detailed proposals will be approved by the highway authority as part of the S278 Agreement. *(see also: Committee Addendum Report paragraph 4.0 point 5)*

9. Alternatives to Station Rd bus route have not been investigated - SODC also commissioned an independent study by Glanvilles to assess the potential bus options, which concluded that two-way buses on Station Road was the preferred option. This is not a matter to object to the proposed TRO changes for Station Rd as it has already been dealt with as part of the planning process. *(see also: Committee report paragraph 7.10)*
10. Station Rd is a conservation area and routing buses along it would not enhance or preserve the area - Paragraphs 7.26 to 7.30 of the Committee report deals with the impact on the conservation area.
11. Impact on privacy of houses adjacent to proposed Station Rd bus stops - In terms of the impact on neighbour's privacy from double decker buses, it is unlikely that these buses would be stationary for long periods of time that would create a sustained level of overlooking that would be detrimental to the amenity of neighbours. Station Road up until approximately 10 years ago was not pedestrianised and therefore vehicles including buses travelled along it. *(see also: Committee Addendum Report paragraph 4.0 point 6)*
12. Proposed bus stop at Station Rd/White Leys Close would reduce visibility to vehicles exiting onto Station Rd - OCC have removed their objection to the Station Road proposal and accepts this is a suitable alternative to the High St, they have not raised any technical objections in terms of highway safety and convenience, road width or visibility concerns." The proposed bus stop would be located on Station Road to the south of the junction with White Leys Close. Vehicles exiting from White Leys Close would be travelling north on Station Road (i.e. turning right out of White Leys Close) and so vehicles would have visibility to oncoming vehicles. *(see also: Committee Addendum Report paragraph 4.0 'Thames Travel' point 3)*
13. Reducing the permitted times for deliveries in shared space would impact on local businesses - OCC have reviewed the scheme and have not raised any objection with regard to deliveries. Businesses would be able to have deliveries any time during the day except for three hours in the morning (0700-1000) and evening (1600-1900) that coincide with the network peak periods. *(see also: Committee Addendum Report paragraph 4.0 point 7)*
14. Tight turn from Station Rd into Broadway and traffic impact of buses turning right from Broadway into Station Rd - OCC have removed their objection to the Station Road proposal and accepts this is a suitable alternative to the High St, they have not raised any technical objections in terms of highway safety and convenience, road width or visibility concerns." Swept path

analysis of the proposed Station Road / Broadway junction has been undertaken to ensure that all vehicles that will use the junction will be able to turn safely into and out of it. *(see also: Committee Addendum Report paragraph 4.0 'Thames Travel' point 3)*

15. Impact of delivery vehicles on visibility splays at Station Rd/Broadway junction - OCC have reviewed the scheme and have not raised any objection with regard to deliveries. *(see also: Committee Addendum Report paragraph 4.0 point 7)*
16. Increased walking distances to Station Rd bus stops and also 'uphill' - The current bus stops are approximately 60m from the entrance to Sainsbury's the new ones along Station Road will be approximately double this distance. However, bus users will be closer to the shops to the west of Orchard Centre, the cinema and Cornerstone. *(see also: Committee Addendum Report paragraph 4.0 point 3)*

ANNEX 7**Summary of Bus Company Written Representation**

Issue Ref	Summary of issue raised	Issue raised by which Objectors? (OCC Reference)	Considered as part of Planning Committee or Safety Audits	Further Clarification
1	Can we ensure that two 12m buses can pass each other the whole length of Station Road and that parking does not impede this.	Bus Operator	Committee Addendum Report paragraph 4.0 deals with the points raised by the bus operator.	The scheme has been designed to accommodate buses travelling in both directions on Station Rd at the same time.
2	The width of the road needs to be 6.75m to allow buses to pass easily. The minimum is 6.2m.	Bus Operator	Committee Addendum Report paragraph 4.0 deals with the points raised by the bus operator.	Station Road is over 6.2m along its entire length except a small section (16.5m) just north of the bend, where the width reduces to 6.0m. Drawing Number 110350/A/71 attached to this note illustrates the road widths and shows the small section where the road is less than 6.2m wide. Should there be an occasion where two buses meet at this point they may need to stop and let the other bus past. The stopping sight distance (SSD) along the entire length of Station Rd, including at the bend, is greater than the required 43m for a 30mph road and therefore buses will have adequate visibility of oncoming vehicles (Drawing Number 110350/AT/T01).
3	Deliveries will be permitted at the south end of Station Road outside the hours of 0700-1000	Bus Operator		Deliveries will not be permitted for the peak 6 hours of the day, when bus movements through the shared space will be at their highest. The

CMDE5

Issue Ref	Summary of issue raised	Issue raised by which Objectors? (OCC Reference)	Considered as part of Planning Committee or Safety Audits	Further Clarification
	and 1600-1900. Would like to see a ban on deliveries between 0700-1900. Concern about delivery vehicles blocking buses.			shared space has been designed to allow deliveries to take place and buses to route through the space. Street furniture has been located so as not to interfere with vehicular movements within the shared space.
4	Rising bollards – what will happen if the transponder fails.	Bus Operator		Rising bollards generally use an electric or hydraulic mechanism installed under the carriageway to raise and lower the bollard, either manually or automatically in response to a trigger from the driver or vehicle. A cabinet is located nearby at the roadside, which contains all of the control and communication equipment needed to raise and lower the bollard and to enable remote monitoring of bollard operation by the local authority (or other delegated authority) as well as providing for remote lowering/raising of the bollard. Vectos is currently in discussion with OCC to understand what the course of action would be if the system failed and the likelihood of such an occurrence.
5	Landscaping on Station Road southern end needs to be low height so that drivers vision is not impeded.	Bus Operator		The landscaping will be designed so as not to impede visibility of pedestrians and drivers of vehicles. The landscaping will be maintained.
6	How will buses egress from	Bus Operator		It is proposed to provide a new signal controlled

CMDE5

Issue Ref	Summary of issue raised	Issue raised by which Objectors? (OCC Reference)	Considered as part of Planning Committee or Safety Audits	Further Clarification
	Station Road onto Broadway? How will buses egress the northern end of Station Road to access the railway station?			junction at Station Road / Broadway. The existing signal controlled junction of Station Road / Cow Lane will be retained.
7	Timing of stopping up of High Street and opening of Station Road for buses.	Bus Operator		The stopping up of High Street will not be permitted until the Station Road works are complete and the road is operational for buses.

Division(s): Hendreds & Harwell, Didcot East & Hagbourne

CABINET MEMBER FOR ENVIRONMENT – 14 JANUARY 2016

PROPOSED TRAFFIC IMPROVEMENTS (SPEED LIMITS & CROSSINGS) – HAGBOURNE & CHILTON AREA

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents comments and objections received in the course of the statutory consultation on the proposals to introduce various traffic restrictions in the Science Vale UK (SVUK) area, in relation to the Chilton Interchange Improvement scheme.

Background

2. Details of the various proposals under consideration are shown in the plans located in Annexes 1 – 3 attached and comprise a number of traffic related proposals in the SVUK area:-
 - (a) Annex 1 shows the proposed 50mph speed limit on Hagbourne Hill in line with the decision to re-consult at the Decisions Meeting on 3 September 2015;
 - (b) Annexes 2 and 3 show proposed changes in relation to the Chilton Interchange scheme, including a 30mph speed limit through the modified junction and for two Toucan crossings located on the A4185 Newbury Road and on Hagbourne Hill to facilitate access to relocated bus stops and also to the restricted Byway north of Chilton village

Consultation

3. The formal consultation on the majority of the proposals (other than the Chilton Toucan crossings) was carried out between 29 October and 27 November 2015. Public notices were published in the Didcot Herald and the Oxford Times, while street notices were placed on site in the vicinity.
4. The consultations included that in relation to the proposed Harwell Link Rd scheme. The results of this consultation and final scheme proposals are still being developed and will be brought to a future Cabinet Member Decision meeting for consideration.
5. An email was sent to the statutory consultees including Thames Valley Police, the Fire and Ambulance services, local Town and Parish Councils and the local Members, while a dedicated page was added to the County's online consultation portal to allow people to view and respond. A total of 12

responses were received during the consultation period – these are summarised at Annex 4 and discussed below.

6. The consultation on the Toucan crossings proposed as part of the Chilton Interchange scheme took place between 18th November and 18th December 2015. A public notice was published in the Didcot Herald and street notices placed on site in the vicinity of the proposed crossings.
7. An email was sent to the statutory consultees including Thames Valley Police, the Fire and Ambulance services, Chilton Parish Council and the local Members, while a dedicated page was added to the County's online consultation portal. A total of 31 responses were received during the consultation period – the issues raised are summarised at Annex 5 and discussed below.
8. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.

Objections and concerns

9. With regard to the proposals other than the Toucan crossings in Chilton, whilst none were objections a number of respondents, including Thames Valley Police, have raised points of detail or issues beyond the scope of these proposals.
10. With regard to the proposals for the two Toucan crossings as part of the Chilton Interchange 30 responses were from the members of the equestrian community strongly objecting that the crossing near Townsend is not intended to be a Pegasus (i.e. horse-friendly) crossing; respondents included the Director of Access of the British Horse Society and from its County Chair, along with the manager of a local equestrian facility and a number of riders, as well as Chilton Parish Council. In addition, one respondent objects to both the crossings as they consider the intended locations to be unsafe.

Response to objections and concerns

11. Many of the points raised by respondents to the proposals other than the Chilton toucan crossings can be dealt with during detailed design stage or considered as possible future schemes.
12. With regard to the objectors requests that the proposed Toucan crossing near Townsend be constructed as a Pegasus crossing to facilitate equestrian use, this was considered following the initial Public Consultation for the Chilton Interchange project but was not found to be feasible as set out below.
13. The scoping of the Chilton scheme did not identify a need for a Pegasus crossing and a subsequent video survey showed no equestrian traffic crossing the road at this location during the survey; furthermore there are no commercial stables, race courses or training facilities within the immediate vicinity of this crossing point, which suggests a low demand for equestrian use of this route. Pegasus crossings are usually located where there is a high

equestrian demand and in addition, such crossings are normally located where a road crosses a bridleway. This crossing point is not on such an equestrian route, with a restricted by-way on the north side only. It is deemed inappropriate to encourage equestrians to use a controlled crossing when there is no facility for them to use on the other side.

14. There would also be significant deliverability challenges to installing such a facility. Traffic Advisory Leaflet 03/03 recommends that cyclists and pedestrians are segregated from equestrians at crossings. A separate equestrian crossing would need to be installed adjacent to the proposed toucan crossing, extending the total crossing width by a minimum of 8m. Any crossing relocation would bring the crossing closer than is recommended to the junction with Townsend (as highlighted in Local Transport Note 02/95), with resulting potential safety issues.
15. There is currently insufficient space to provide an equestrian holding area on the north side of the proposed crossing location. Additional land would be required, and with land acquisition at this location having proven to be very difficult, any additional land would only likely to be obtained through a Compulsory Purchase Order process – due to the lack of need and the fact it is not part of a bridleway route, means this is unlikely to be successful.
16. It is important to recognise and note that horse riders would still be able to cross the road here as they do currently.

How the Project supports LTP3 Objectives

17. The proposals would help facilitate the easier flow of motor traffic in the area.

Financial and Staff Implications (including Revenue)

18. Funding for the proposals is being delivered by Department for Transport monies, whilst the appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties.

RECOMMENDATION

19. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals set out in this report as advertised.**

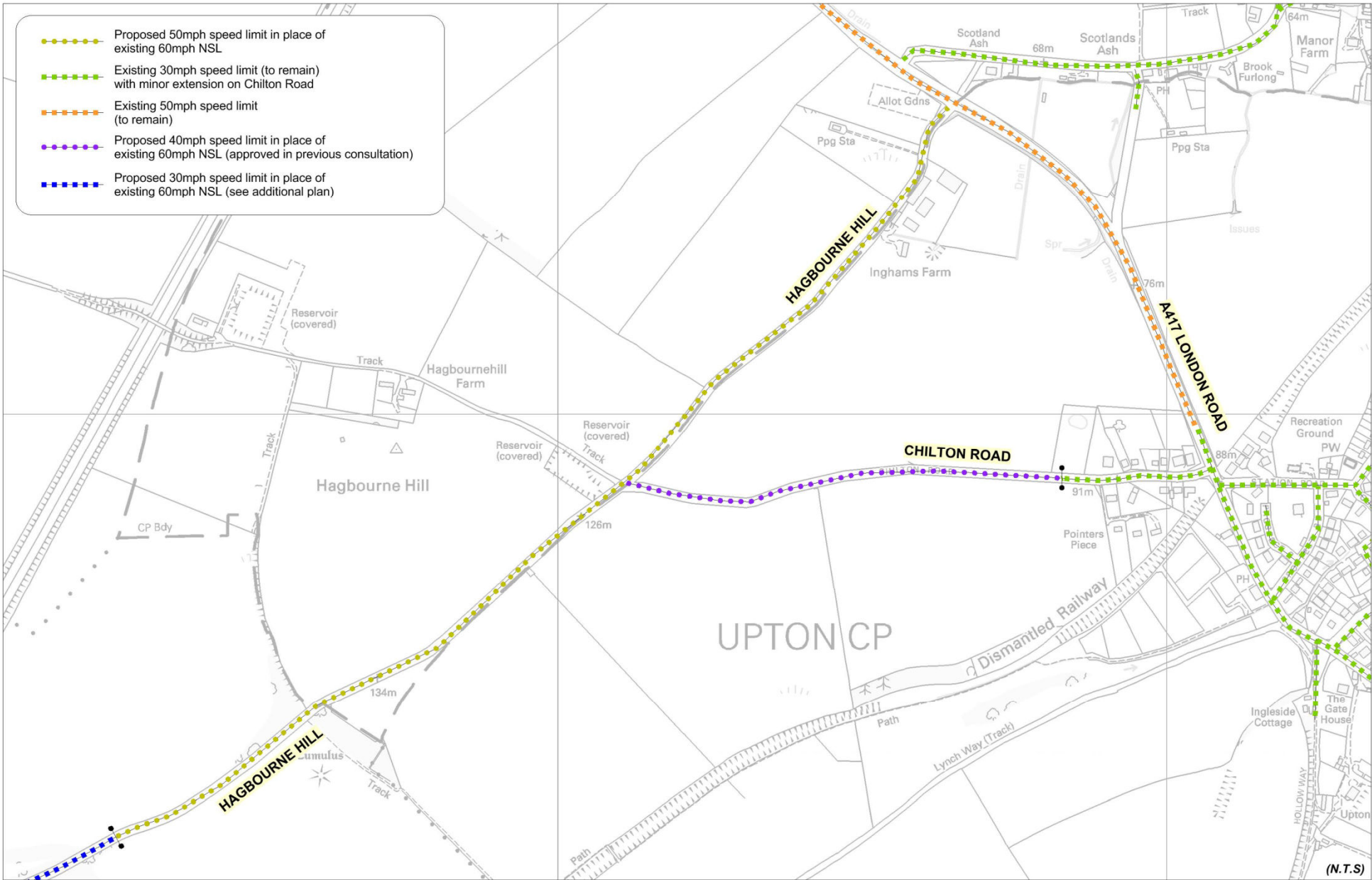
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

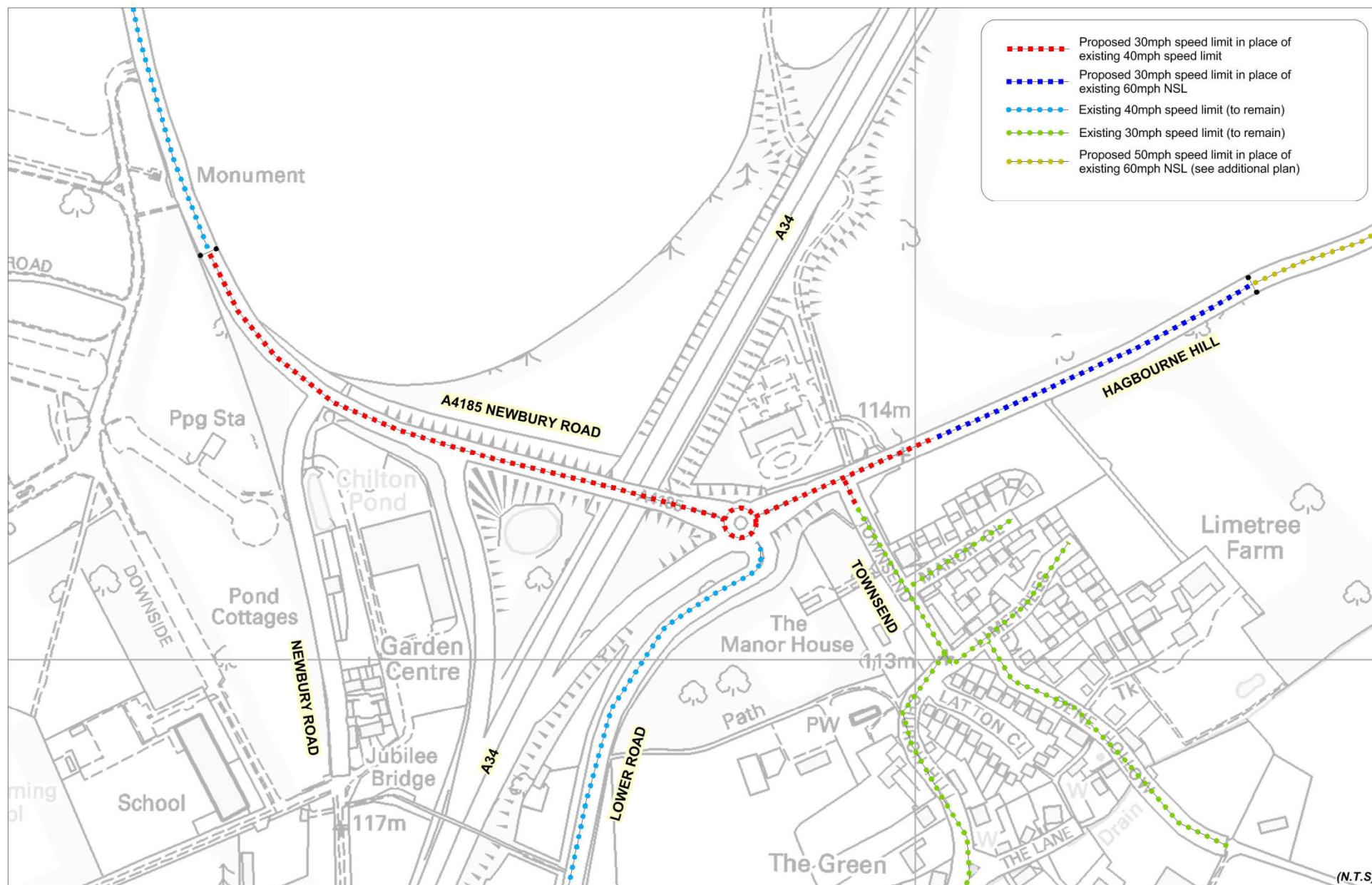
Background papers: Consultation responses

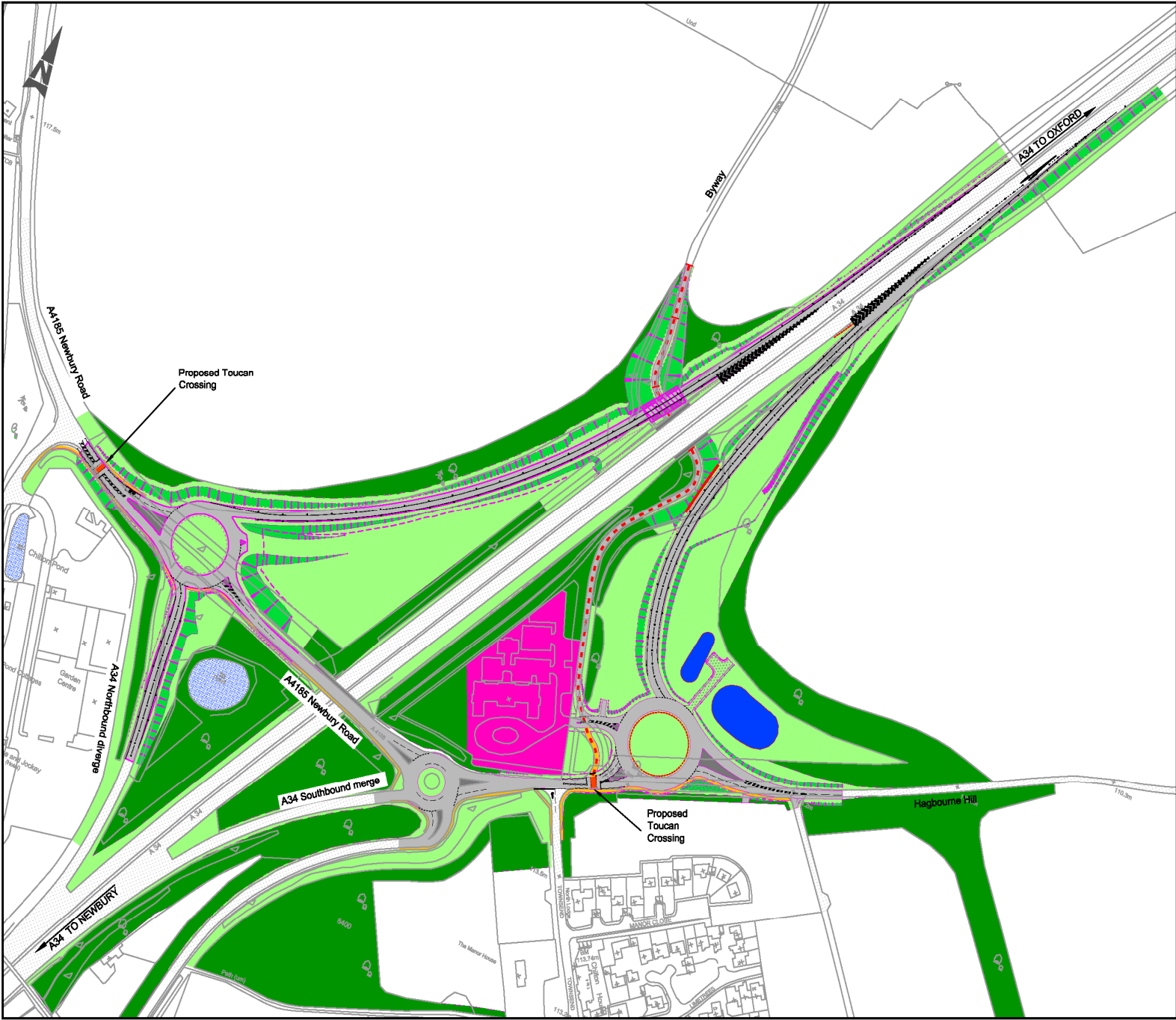
Contact Officers: Owen Jenkins 01865 323304

January 2016



CMDE6





Drawing No.		S-000967/XING/01		0	
<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction is prohibited. Crown Copyright, and may lead to prosecution or civil proceedings. Ordnance Survey's Crown Copyright Licence 10002945</p>					
Rev	Date	Purpose of revision	Drawn	Checked	Approved
0		ORIGINAL ISSUE	SEE	TITLE	BLOCK
<p>Mark Kemp Deputy Director of Environment & Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1HE Tel: 01865 615700 Fax: 01865 245577</p>					
Project No.					
CHILTON INTERCHANGE					
Drawing Title					
PROPOSED TOUCAN CROSSINGS					
Drawing Status					
CONSULTATION					
Scale @ A3	Drawn by	LD	Checked by	LD	Approved by
NTS	Date drawn	09/11/15	Date checked	09/11/15	Date approved
Oxfordshire Project No & Title					
S-5123398					
Drawing No.					Revision
S-000967/XING/01					0

SUMMARY OF RESPONSES TO CONSULTATION (EXCEPT PROPOSED CROSSINGS IN CHILTON)

ANNEX 4

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	<p>No objection but notes the following:-</p> <ul style="list-style-type: none"> • The speed limit for Hagbourne Hill has been increased to 50 mph. Although strictly not fully supported by the speed data gathered it is more appropriate and consistent with other rural roads in the County. • Do not understand the need to lower the speed limit to 30mph in the Chilton area especially when other roads linking the village are to remain at 40mph .This proposal is not consistent with other speed limits in this area. • Regarding the proposed Pegasus crossing – asks that the layout meets the requirements accepted within Local Transport Note 2/95 and that speed monitoring has taken place to determine current traffic speed meet these requirements.
Oxfordshire Fire & Rescue Service	No objection.
Online Response	No objection – but does not understand the rationale for extending the 30mph limit from Chilton Interchange so far up Hagbourne Hill, which is proposed to be reduced to 50 mph anyway. Can understand why there is a desire to reduce the 40mph to 30mph with the increased levels and mixing of traffic but to extend the 30mph limit half way up the hill seems stupid.
Resident, (Chilton)	No objection – but questions why the speed limit on Lower Road, Chilton is proposed to remain at 40mph, while the speed limit on the A4185 and Hagbourne Hill in the vicinity of the village is proposed to be reduced to 30mph. The existing speed limit in the rest of Chilton village is 30mph, so the 40mph stretch on Lower Road would be an anomaly.

CMDE6

Resident, (Chilton)	No objection – but questions why no provision has been made to incorporate a cycle lane along the A4185 as part of the improvements, considering the current number of cyclists and the likely increase in numbers as the Science area expands.
Resident, (Rowstock)	Supports – but requests that the proposed 30mph speed limit on the A4185 Newbury Road/Hagbourne Hill be extended to cover the full length of the A4185 to the Rowstock roundabout. Speeds on this section of the road at the moment are excessive and represent a clear danger to the many cars, and cyclists, using this route.
Resident, (Rowstock)	No objection – but requests an extension of the 30mph limit for a distance of circa 600 metres south of the Rowstock Roundabout, this would then align the speed limit for this section of the A4185 with the proposed 30mph changes along the A417 in Rowstock and similar new speed limits in Chilton.
Harwell Campus Bicycle Users Group	No objection – but comment that Chilton Road forms part of Sustrans route and is a main commuter cycle route between Didcot and the Harwell Campus. This is the only section of road on the route from Didcot and it has fast traffic. Don't believe that the 40mph limit will be enough to make it a safe cycle route. Want the centre line removed and cycle lanes marked on either side of the carriageway, ideally with some form of traffic calming (humps, rumble strips) in the centre. Since the Hagbourne Hill has been upgraded, fast traffic, HGVs and wide loads can be diverted to use this road instead,

CMDE6

SUMMARY OF ISSUES REGARDING PROPOSED CROSSINGS IN CHILTON

On behalf of the British Horse Society its Director of Access objects to the installation of a Toucan crossing rather than a Pegasus crossing at the location near Townsend for the following reasons:

1. The Society's Access & Bridleway Officer for Oxfordshire has previously made representations on the need and reasons to provide for horse riders where the restricted byway meets the road to Hagbourne Hill on the east side of the A34, including the provision of a Pegasus, not Toucan, crossing for horse riders.
2. We note from scheme drawings that the key denotes a path for non-motorised users both to the north and to the south of the proposed signal controlled crossing. Horse riders are recognized as non-motorised users by Highways England and local authorities and the correct type of signal controlled crossing for horse riders is a Pegasus, not Toucan, crossing.
3. Signalized crossings for equestrian use are normally located wherever equestrians have lawful access and there is a need to cross a road from a byway, a restricted byway, a bridleway or other path or road with equestrian access. The path to the north of the crossing is of restricted byway status. Restricted byways are lawfully used by walkers, cyclists, horse riders and carriage drivers.
4. Currently, horse riders use the minor road opposite the restricted byway into Chilton village. Horse riders have a lawful right to use all metalled roads, except motorways. Chilton village is not on a road through route and traffic volumes are quite acceptable for equestrians.
5. Regarding the likely usage of a Pegasus crossing, within 4km of the crossing there are 4 large equestrian establishments with up to 40 horses kept at each. The network of rights of way in the area, with safe crossing points of roads, is part of the vital infrastructure to support the viability of these equestrian enterprises. By not providing for horse riders at the Chilton interchange, the rights of way network will be severed. It should be noted that the byway running south from Harwell village connects with the network of bridleways and byways south of Upton on the east side of the A34. It is still the main off-road route that riders from Harwell village and the BHS approved Silverdown Riding establishment in Harwell village use to access this network, including access to the Ridgeway National Trail.

Other respondents making similar points:-

- The Regional Access & Bridleways Officer, BHS
- County Chair, Access & Bridleways Officer, BHS
- Chilton Parish Council
- Manager of Grove Farm Equestrian (Milton Hill)
- 25 individual horseriders resident in various locations in southern Oxfordshire

The non-equestrian respondent objects to both crossings as they are both in dangerous positions. The western site is felt to be too close to the new roundabout – instead it and the associated bus stop should be further north away from the A34 junction. The crossing proposed near Townsend is felt to be too close to the new roundabout and should instead be located further from it.

Division(s): Hanborough & Minster Lovell

CABINET MEMBER FOR ENVIRONMENT - 14 JANUARY 2016

PROPOSED AMENDMENT ONE WAY TRAFFIC RESTRICTION – OLD MINSTER LOVELL

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents comments and objections received in the course of the statutory consultation on a proposal to clarify the precise extent of current one-way traffic restriction on a minor road in Old Minster Lovell which has been in place in some form since 2008.

Background

2. In 2008 a one-way system was introduced on the roads between Old Minster Lovell Bridge and Burford Road (B4047). Initially implemented on a trial basis with an Experimental Traffic Regulation Order (TRO), the TRO was made permanent in March 2010.
3. Over recent years there has been some uncertainty about the interpretation of the TRO and exactly where the 'No Entry' signs should be located on the eastern 'arm' of the one-way system (ie the un-named road which allows traffic to travel from B4047 down into Old Minster Lovell village). This is of particular interest to the residents of the property called 'Windrush' (shown as 'Windrush Farm Cottage' on maps) which has a second access just south-east of Old Minster Lovell Bridge. These residents argue that the detailed description of the one-way restriction in the current TRO means that the 'No Entry' signs should be sited to allow entry into their second access from the Bridge. Conversely the Parish Council have argued that the clear intention of the one-way scheme, as illustrated by the plan distributed as part of the consultation in 2008/9 was for the 'No Entry' signs to be located at the Bridge junction (where the un-named road meets School Hill).
4. Following receipt of complaints after the most recent alteration of the signs, and in the light of advice from the County Solicitor, it was agreed that the most appropriate way to resolve this uncertainty was to formally consult on a new TRO which would be worded in line with the Parish Council's understanding of how the one-way system was intended to operate and the signs are currently positioned (see plan at Annex 1) and to consider any objections and comments received before making a final decision.

Consultation

5. The Formal consultation on the proposals was carried out between 12 November and 11 December 2015. Letters were sent to approximately 85 properties in the immediate area, whilst street notices were also put up at intervals along the road. A public notice was advertised in the Oxford Times on 12th November, with an email sent to the statutory consultees, including Thames Valley Police, Fire & Rescue Service, Ambulance service, the Parish Council and local County Councillors. A total of 10 responses were received as part of the consultation process and these are summarised at Annex 2. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.
6. Thames Valley Police had no objections but note that the signing should match the Order, whilst the Fire and Rescue Service had no adverse comments.
7. The Parish Council fully support the proposal to correct what they consider to be an unacceptable situation; a further three local residents also responded in support of the proposal and another respondent has stated they do not object to the proposal but do raise several issues about a junction remote from the one that is the subject of this report. Councillor Rose (who represented the area when the one-way was originally introduced) supports the proposal, noting that it had never been intended to allow any left turn after leaving the river bridge and the only safe place for the start of the one-way is immediately over the river bridge, at the start of School Hill.
8. Objections have been received from the residents of 'Windrush' and from their Solicitor. The key issue for the residents is their ability to gain entry to their property at the access near to the Bridge (the 'Lower Access') from the north side of the Bridge. The residents ask why it is considered that this movement is any more dangerous than that at a neighbouring property on School Hill where access from that driveway requires backing into traffic.
9. The objection from the Solicitor states that the residents were instrumental in instigating the current one-way system through Old Minster Lovell and that at the time of introduction it was stated by an OCC officer that it would be in the spirit of the TRO to enable access to the property from the Lower Access; in the intervening period the 'No Entry' signs have been moved several times, being placed either above the Lower Access (thus enabling that to be accessed directly from the Bridge) or at the School Hill junction (thus preventing direct access into the Lower Access).
10. The objection challenges the measurements used within the draft TRO to indicate the start and end point of the one-way restriction as they are significantly different to those in the extant Order. The objection also states that the TRO as drafted cannot be made without Secretary of State consent as it prevents access to the property for more than 8 hours in any period of 24 hours (contrary to Section 3 (1) (b) Road Traffic Regulation Act 1984), although it is noted that such access is possible at all times via the one-way

system, but it is believed that this is disproportionate given the existence of the Lower Access.

Response to objections and comments

11. The matter of road safety at the junction south of the Bridge has been raised by the objectors, by Cllr Rose in his response and has previously been raised by the Parish Council. The objectors have suggested that to have an occasional vehicle turning left over the Bridge and travelling the short distance to use the Lower Access is no more dangerous than other residents reversing onto driveways. Others have suggested that to have the 'No Entry' signs other than as shown at Annex 1 creates a risk that drivers unfamiliar with the area could turn left after crossing the Bridge only to have to manoeuvre back to then go up School Hill. The layout shown is more typical of one-way restrictions and as it is clear and unambiguous it could be considered to be safer. It should be noted that there have been no recorded injury accidents in this vicinity in the last five years.
12. The objectors' challenge regarding the measurement of the restriction is partly a misreading of the draft TRO description compared with the current Order. In addition, the location of the southern start point of the one-way (which is not in dispute) has been more clearly defined to try to avoid further confusion. The argument that the current proposal requires the consent of the Secretary of State as it prevents access to premises for more than 8 hours in 24 hours is incorrect as, if approved, access would not be prevented but rather be restricted to being from one direction only, as with all one-way streets. It is recognised that in this instance the diversion that would be required to comply with the proposals is quite lengthy if arriving at 'Windrush' from the north.

Conclusion

13. The purpose of the consultation has been to resolve the confusion that there has been about the extents of the one-way restriction and hence the location of the associated 'No Entry' signs. The responses to the consultation have shown that, with the exception of the residents of 'Windrush', there is strong support for the one-way scheme as shown on the plan at Annex 1. Whilst it is very unfortunate that there is one property which is particularly affected by the scheme it is recommended, that in the light of the support from local representatives who can be assumed to reflect the views of the wider local community, the scheme should proceed as advertised.

Financial and Staff Implications (including Revenue)

14. The appraisal of the proposal and consultation has been undertaken by officers as part of their normal duties.

RECOMMENDATION

15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised.**

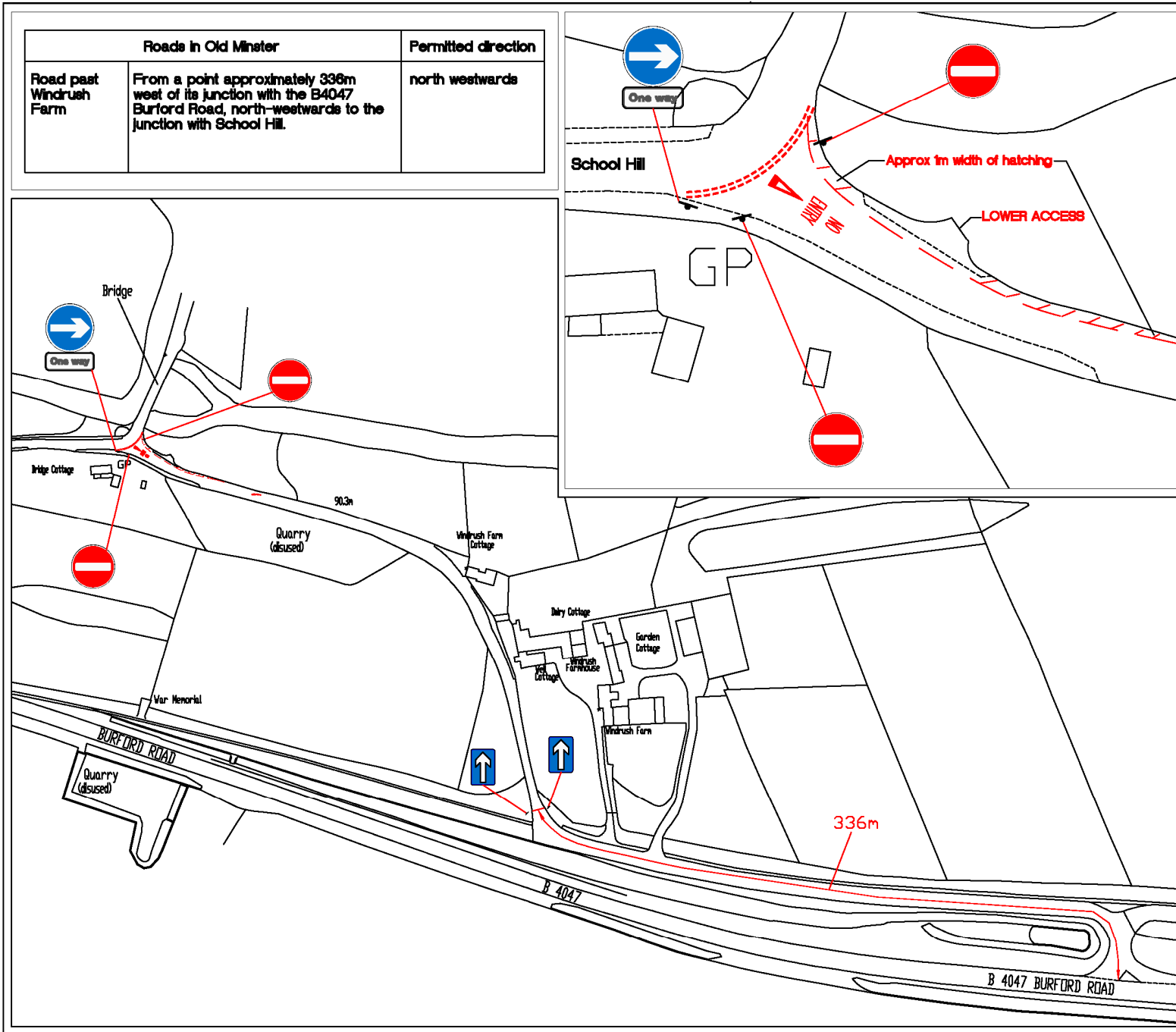
MARK KEMP


Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation responses

Contact Officers: Owen Jenkins 01865 323304

December 2015



Drawing No.		Revision													
ANNEX 1															
<p>© Crown Copyright and Database rights 2015 100023943</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
Rev.	Date	Purpose of revision	Drawn	Checked	Approved										
 OXFORDSHIRE COUNTY COUNCIL		Mark Kemp Deputy Director Environment and Economy Oxfordshire County Council Spenshall House Spenshall Street Oxford OX1 1NE Tel: 01865 815798 Fax: 01865 241577													
Project title															
Minster Lovell															
Drawing title															
Old Minster One Way Traffic Order															
Drawing Status															
Consultation															
Scale @ A3	Drawn by	Checked by	Approved by												
	JEW														
Date drawn	Date checked	Date checked	Date approved												
Oxfordshire Project No. & File Ref															
Drawing No.															
Revision															

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection. Comment that the signs must reflect the detailed location in the Order, something that has in the past been complicated by access problems near the junction with School Hill.
Fire & Rescue Service	No objection or adverse comments.
Minster Lovell Parish Council	The Parish Council fully supports the proposal which corrects the currently unacceptable situation of vehicles being able to travel against the flow of traffic.
Cllr Rodney Rose	<p>Supports the proposal with the following comments:</p> <ul style="list-style-type: none"> ▪ When the one-way restriction was originally implemented it was never intended to allow any left turn after leaving the river bridge when travelling from Leafield; ▪ The Parish Council considered the layout requested by the residents of 'Windrush' to be dangerous, and did not reflect the "one-way system" they thought they had agreed to, ▪ To make a left turn just over the bridge, rather than following the right-of-way up School Hill, and then within a few metres to be stopped at a field gate by the "no-entry" sign. Certainly an easy mistake to make for visitors to the area, of which there are many. This then left a single option of reversing back onto the bridge, to allow onward journey to School Hill, a reversing operation into a carriageway, with vision partly obscured by bridge parapets. ▪ Finally the "No Entry" signs should be visible from the bridge, with the only option being to then turn right into School Hill.

<p>Resident, (‘Windrush’, Old Minster Lovell)</p>	<p>Objects to the proposal as it will prevent access to the property from the Leaffield direction and for access by tractors and trailers. Asks why it is believed that any more danger exists from the occasional use of the Lower Access than the use of other accesses nearby where residents reverse into oncoming traffic. Notes that previously OCC officers have considered the entry into Lower Access from the north is not dangerous.</p>
<p>Solicitor (on behalf of residents of ‘Windrush’, Old Minster Lovell)</p>	<p>Object as the proposal would restrict clients’ ability to gain entry to and egress from their property via the Lower Access. Notes that the clients were instrumental in instigating the current one-way system and were told at that time that it would be in the spirit of the TRO to enable access to the property via Lower Access, hence the siting of the No Entry signs above this access. States that at some point OCC mistakenly moved the signs down to the junction, but then in 2013 following representations from the clients the signs were moved back. Then in January 2015 the Parish Council complained that the junction had been altered “to allow residents / visitors of ‘Windrush’ to access their property against the flow of traffic using the one-way system which has created an extremely dangerous situation” and the signs were subsequently moved back to the junction without any consultation.</p> <p>State that the draft TRO is inaccurate as the measurements given are significantly different from those the current Order. Also consider that the TRO cannot be made without consent from Secretary of State as it would prevent the clients from being able to access their property for more than 8 hours in any period of 24 hours. – although notes that the clients are able to access their property by going all the way around the one-way system, but that such a requirement (when there is an alternative access) seems disproportionate.</p> <p>Requests that the draft TRO is amended to either end the one-way at the Lower Access (thus allowing entry direct from the Bridge) or to specifically exempt the owners for the time being of our clients’ property from that part of TRO covering the distance from the junction with School Hill to the Lower Access for the purposes of access to and egress from their property and, as a consequence, move the No Entry sign to above the Lower Access</p>

CMDE7

Resident, (Old Minster Lovell)	Supports the proposal. Feels that existing order was unlawfully altered approximately six months ago.
Residents, (Minster Lovell)	Supports the proposals to regularise the bridge junction at Old Minster Lovell.
Resident, (Little Minster)	Supports the proposal as there needs to be more clarity over this restriction and the current signage does not adequately guide the traffic in the right way.
Resident, (Old Minster Lovell)	No objection to the proposal but makes a number of comments about the junction of School Hill and School Lane