



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

***Thursday, 8 February 2018 at 10.00 am
Committee Rooms 1&2 - County Hall, New Road, Oxford OX1
1ND***

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 16 February 2019 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

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

Peter G. Clark
Chief Executive

January 2018

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

Note: Date of next meeting: 8 March 2018

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declarations of Interest**
2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. **Petitions and Public Address**
4. **Oxford Gathorne Road - Proposed Restoration of Parking Permits to Wingfield House (2A Gathorne Road)** (Pages 1 - 32)

Forward Plan Ref: 2018/004

Contact: Hugh Potter, Team Leader, Area Operations Hub Tel: (01865) 810228

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

At the Cabinet Member for Environment's Delegated Decision meeting on 12 October 2017 a report was considered on the proposed restoration of parking permits for Wingfield House, a development of six flats at 2A Gathorne Road. Following consideration of the officer's report to that meeting and representations made both in support of the proposal by the representative of the owner of the property and also those against made by local residents, the local member and the Opposition spokesman for Environment, the Cabinet Member for Environment decided not to approve the proposed restoration of parking permission.

On 18 December the County Council received a letter from the legal representatives of the owner of the property citing grounds on which they considered the decision by the Cabinet Member for Environment were not valid. A response was sent by the County Council on 4 January rebutting the cited grounds, but acknowledging that in the Minute of the decision, the reasons could be better expressed and that on this basis alone it would be recommended to the Cabinet Member for the Environment that the decision should be rescinded. A fresh decision would then be required following a comprehensive review of the representations which have been made including an up-to-date survey of

parking.in the area.

The Cabinet Member for the Environment is RECOMMENDED to rescind the decision taken on 12 October 2017 not to approve restoration of parking permits for Wingfield House, 2A Gathorne Road, Oxford and require a further report on the proposal to include a comprehensive review of the representations made together with an up-to-date parking survey for consideration of the matter to a future meeting.

5. Oxford - Headington Area - Bickerton, Latimer and Stapleton Roads - Proposed Amendments Waiting Restrictions (Pages 33 - 38)

Forward Plan Ref: 2017/169

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

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

The report presents responses received to a statutory consultation on amendments to waiting restrictions and the relevant Traffic Regulation Order in the above roads. The proposals in respect of Bickerton and Latimer Road comprise the updating of the schedules in the order to better reflect the current situation, with no changes being made on the ground. On Stapleton Road the schedules are similarly amended, except that in the vicinity of house Nos. 19, 25 and 60 Stapleton Road double yellow lines are proposed instead of informal access protection markings to better prevent obstruction to their driveways, at the request of residents.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to amend waiting restrictions and the relevant Traffic Regulation Order in Bickerton, Latimer and Stapleton Roads as advertised and amended as described in the report CMDE5.

6. Oxford - A4165 Banbury Road - Proposed Puffin Crossing and Prohibited Right Turn from Hernes Road (Pages 39 - 46)

Forward Plan Ref: 2017/160

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

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

The report presents responses received in the course of a statutory consultation to provide a puffin crossing (a signalled crossing for pedestrians) on the Banbury Road Oxford just north of its junction with Hernes Road and to prohibit the right turn from Hernes Road onto the Banbury Road. The proposals have been put forward at the request of d'Overbroek's College who are also funding the project to provide a safe and convenient crossing for students crossing between student accommodation on the east side of the Banbury Road and their Sixth Form Centre directly opposite on the west side of the road.

The Cabinet Member for the Environment is RECOMMENDED to approve provision of a puffin crossing (a signalled crossing for pedestrians) on the Banbury Road Oxford just north of its junction with Hernes Road and to

prohibit the right turn from Hernes Road onto the Banbury Road as advertised.

7. Bourton (Near Banbury): main Street Great Bourton - Proposed Extension of 30mph Speed Limit and relocation of Traffic Calming Buildout (Pages 47 - 58)

Forward Plan Ref: 2017/154

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

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents responses received to a statutory consultation to extend the 30mph speed limit westwards on Main Street Great Bourton and the 50mph speed limit that applies on the A423 Southam Road eastwards into Main Street to replace the very short remaining length of national speed limit that would otherwise remain, and construct a new traffic calming build out in place of the existing build out at the current terminal point of the 30mph limit. The proposals have been put forward as part of the construction of an access to new residential development to the north of Main Street.

The Cabinet Member for the Environment is RECOMMENDED to

- a) approve the proposed amendments to the 30mph and 50mph speed limits as advertised;***
- b) defer approval of the proposed revised location of the build out pending a review of alternative options for traffic calming.***

8. Banbury: Edinburgh Way - Proposed Traffic Calming Measures (Pages 59 - 62)

Forward Plan Ref: 2017/153

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

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

The report presents responses received to a statutory consultation to provide traffic calming measures on Edinburgh Way Banbury, comprising seven pairs of speed cushions spaced at approximately 70 metre intervals. They have been put forward as part of wider works associated with new residential development to the west of Edinburgh Way.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to provide traffic calming measures on Edinburgh Way Banbury, comprising seven pairs of speed cushions spaced at approximately 70 metre intervals as advertised.

9. Bicester/Ambrosden Area: Proposed 40mph Speed Limit in the vicinity of the A41 Rodney House/Graven Hill Roundabout - (Pages 63 - 66)

Forward Plan Ref: 2017/175

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

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

The report presents responses received to a statutory consultation to introduce a 40mph speed limit on the A41 in the vicinity of its roundabout junction with the A4421 and B4100 at Ambrosden and Bicester as part of the signalisation of this junction. The proposals are being promoted in conjunction with the signalisation of the above roundabout as part of the development of adjacent land for housing and as a result of a technical assessment of the desirable speed limit to help ensure that the junction operates with good levels of safety taking account of the site constraints. The developers are funding the proposals.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to introduce a 40mph speed limit on the A41 in the vicinity of its roundabout junction with the A4421 and B4100 at Ambrosden and Bicester as part of the signalisation of this junction as advertised.

10. Gosford and Water Eaton: Water Eaton Lane - Proposed Waiting Restriction (Pages 67 - 72)

Forward Plan Ref: 2017/046

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

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

The report presents responses received to a statutory consultation to introduce waiting restrictions comprising a length of double yellow lines - 'no waiting at any time' - on both sides of the road within 25 metres of its junction with Bicester Road, and single yellow lines (with waiting prohibited Monday to Friday 9am to 5pm) also on both sides of the road for a further 355 metres southwards. The proposals are being promoted at the request of Gosford and Water Eaton Parish Council, who are also funding the proposal, in order to address concerns over the use of the road for commuter parking.

The Cabinet Member for the Environment is RECOMMENDED to:

- a) approve the proposed double yellow lines (no waiting at any time) restrictions on Water Eaton Lane in the vicinity of the junction with Bicester Road;***
- b) not to approve the proposed single yellow lines (waiting prohibited Monday to Friday 9am to 5pm) further to the south on Water Eaton Lane.***

11. Witney: market Square - Proposed Extension of Bus Stop and Relocation of Traffic Calming Build Out and Flat Top Road Hump
(Pages 73 - 78)

Forward Plan Ref: 2017/168

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

Report by Director for Infrastructure Delivery (**CMDE11**).

The report presents responses received to a statutory consultation to extend bus stop provision on the west side of Market Square in Witney and, to accommodate this, move the existing traffic calming feature (a flat top road hump with a kerb build out) northwards and also to amend the current parking restrictions on the west side of the road by introducing 'No Waiting at Any Time' (double-yellow lines) in place of the existing time limited restrictions. The above proposals have been put forward as part of a scheme within and are being funded by the National Productivity Investment Fund.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to extend the bus stop provision on the west side of Market Square in Witney and, to accommodate this, to move the existing traffic calming feature (a flat top road hump with a kerb build out) northwards and also to amend the current parking restrictions on the west side of the road by introducing 'No Waiting at Any Time' (double-yellow lines) in place of the existing time limited restrictions as advertised.

Division(s): Headington and Quarry

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

OXFORD GATHORNE ROAD – PROPOSED RESTORATION OF PARKING PERMITS TO WINGFIELD HOUSE (2A GATHORNE ROAD)

Report by Director for Infrastructure Delivery

1. At the Cabinet Member for Environment's Delegated Decision meeting on 12 October 2017 a report was considered on the proposed restoration of parking permits for Wingfield House, a development of six flats at 2A Gathorne Road. Following consideration of the officer's report (Annex 1) and representations made both in support of the proposal by the representative of the owner of the property, and also those against made by local residents, the local member and the Opposition spokesman for Environment, the Cabinet Member for Environment decided not to approve the proposed restoration of parking permits, as detailed in the Minute of the decision (Annex 2).
2. Following the above meeting, on the 18 December the County Council received a letter from the legal representatives of the owner of the property citing grounds on which they considered the decision by the Cabinet Member for Environment were not valid. A response was sent by the County Council on 4 January rebutting the cited grounds, but acknowledging that in the Minute of the decision, the reasons could be better expressed and that on this basis alone it would be recommended to the Cabinet Member for the Environment that the decision should be rescinded. A fresh decision will then be required including a comprehensive review of the representations which have been made and an up-to-date survey of parking in the area.

RECOMMENDATION

The Cabinet Member for the Environment is RECOMMENDED to rescind the decision taken on 12 October 2017 not to approve restoration of parking permits for Wingfield House, 2A Gathorne Road, Oxford and require a further report on the proposal to include a comprehensive review of the representations made together with an up-to-date parking survey for consideration of the matter to a future meeting.

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: The relevant Report and Minute for the Cabinet Member for Environment decisions meeting on 12 October 2017;

Contact Officers: Hugh Potter 07766 998704

February 2018

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CABINET MEMBER FOR ENVIRONMENT– 12 OCTOBER 2017

**PROPOSED DISABLED PERSONS PARKING PLACES IN
CHERWELL DISTRICT & OXFORD, AND PROPOSED
RESTORATION OF PARKING PERMITS TO WINGFIELD HOUSE, 2A
GATHORNE ROAD, OXFORD**

Report by Director for Infrastructure Delivery

Introduction

1. This report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Cherwell District and Oxford City. The report also considers the proposed restoration of residents and visitors parking permits to Wingfield House, 2A Gathorne Road, Headington, Oxford, following a successful planning appeal.

Background

2. New DPPPs have been requested by a disabled resident near Gillett Close and in Ruscote Avenue, Banbury, and by disabled drivers visiting the shop and post office in High Street, Hook Norton. In addition, a new DPPP have been requested by a disabled resident in Oxford – Spindleberry Close Blackbird Leys. These locations are shown on plans at Annexes 1 – 4. The report considers the outcome of a formal consultation held on these proposals. Also, following a successful planning appeal by the owner of Wingfield House 2A Gathorne Road, Headington, involving the restoration of eligibility for parking permits, a formal consultation has been carried out proposing an amendment to the CPZ Traffic Regulation Order to restore permit eligibility in line with the Planning Inspector's decision.
3. Other proposals advertised at the same time were either unopposed, or had queries arising which have been resolved satisfactorily. These have therefore been dealt with under my delegated authority to avoid unnecessary delays to applicants.

Formal Consultation

4. A copy of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice appearing in the local press, containing the proposed parking place changes were sent to formal consultees on 7 September 2017. These documents, together with supporting documentation as required and

plans of all the DPPPs, were deposited for public inspection at County Hall, and the Cherwell District Council offices at Bodicote. They were also deposited at local libraries and are available for inspection in the Members' Resource Centre. At the same time, the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site as appropriate, and in the Oxford Times.

5. One resident objected to the proposal in Gillett Close, and one resident objected to the proposal in Ruscote Avenue, Banbury. Three households objected to the proposal in High Street, Hook Norton, and one resident supported it. Two residents have objected to the proposal in Spindleberry Close, Oxford. Finally, 36 residents, including the Residents Association, the Windmill Road Residents Action Group, the local Cyclox representative, and both City and County Councillors objected to the proposal to restore full parking permit eligibility to the flats at Wingfield House, 2A Gathorne Road.
6. These are summarised at Annex 5 together with officer responses. Copies of all the responses received are available for inspection in the Members' Resource Centre. The County Councillors at the time of the consultation have indicated their support for the DPPP proposals in their Divisions. The County Councillor and City Councillors for the area around Gathorne Road have objected to the parking permit proposal here.
7. Having carefully considered the points made by the objectors to the proposed DPPPs, and recognising that in locations where parking is congested disabled people are at a greater disadvantage, it is suggested that the proposals proceed as advertised.
8. With regard to the issue of permit eligibility at 2A Gathorne Road, the issue of parking capacity in the area does appear to have been thoroughly addressed by the Planning Inspector (copy of the Inspector's report at Annex 6) and it is therefore suggested that the proposal to allow residents to have permits proceed as advertised.

Financial and Staff Implications (including Revenue)

9. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose, and developer funding.

RECOMMENDATION

10. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed changes, as set out in the report**

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Mike Ruse (01865 815978)

September 2017



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COUNTY COUNCIL**
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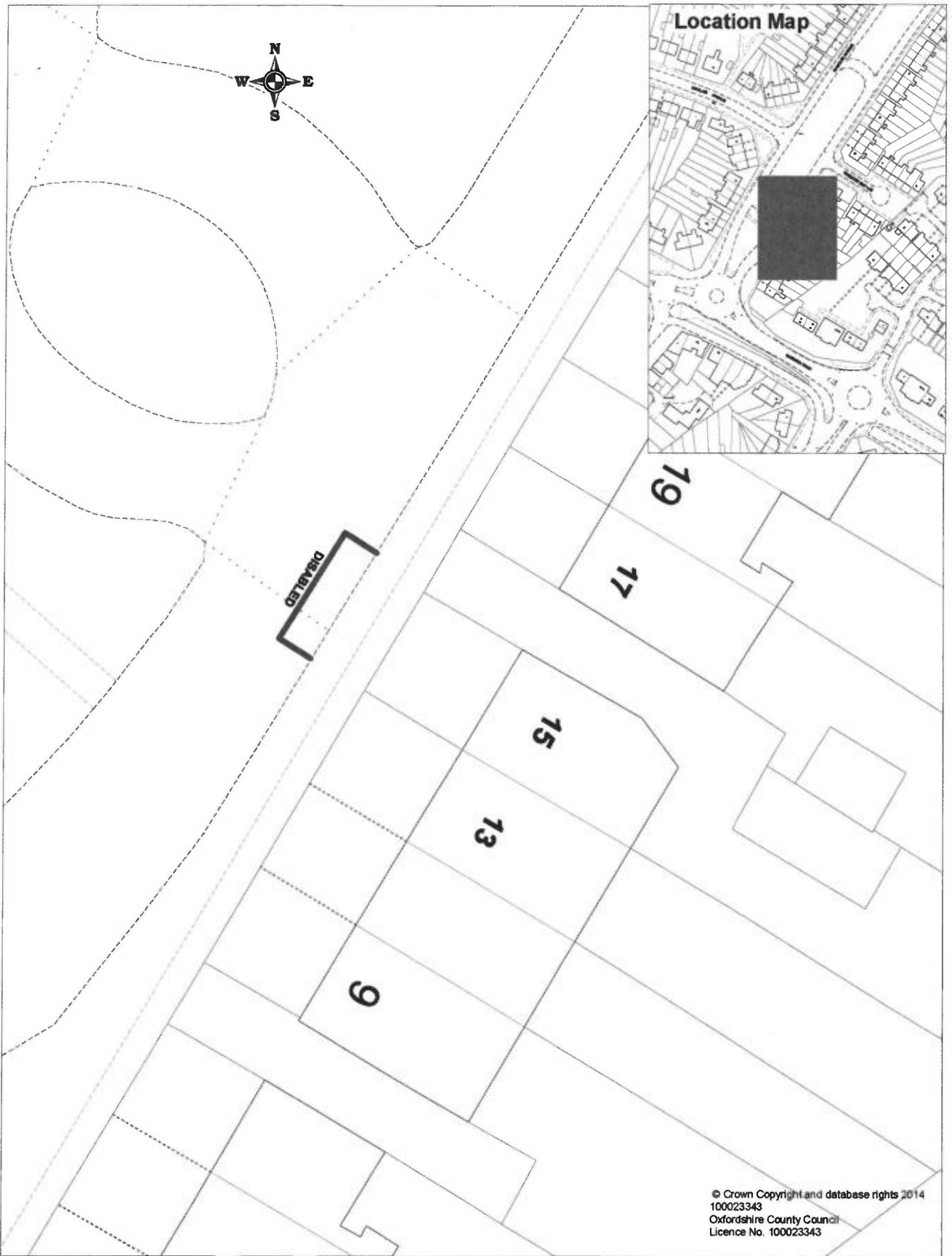


Proposed DPPP Gillett Close, Banbury

SCALE	NTS
DATE	03/02/2017
DRAWING No.	
DRAWN BY	



<p>Proposed DPPP High Street, Hook Norton</p> 		SCALE	NTS
		DATE	01/11/2016
		DRAWING No.	
		DRAWN BY	
 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>			

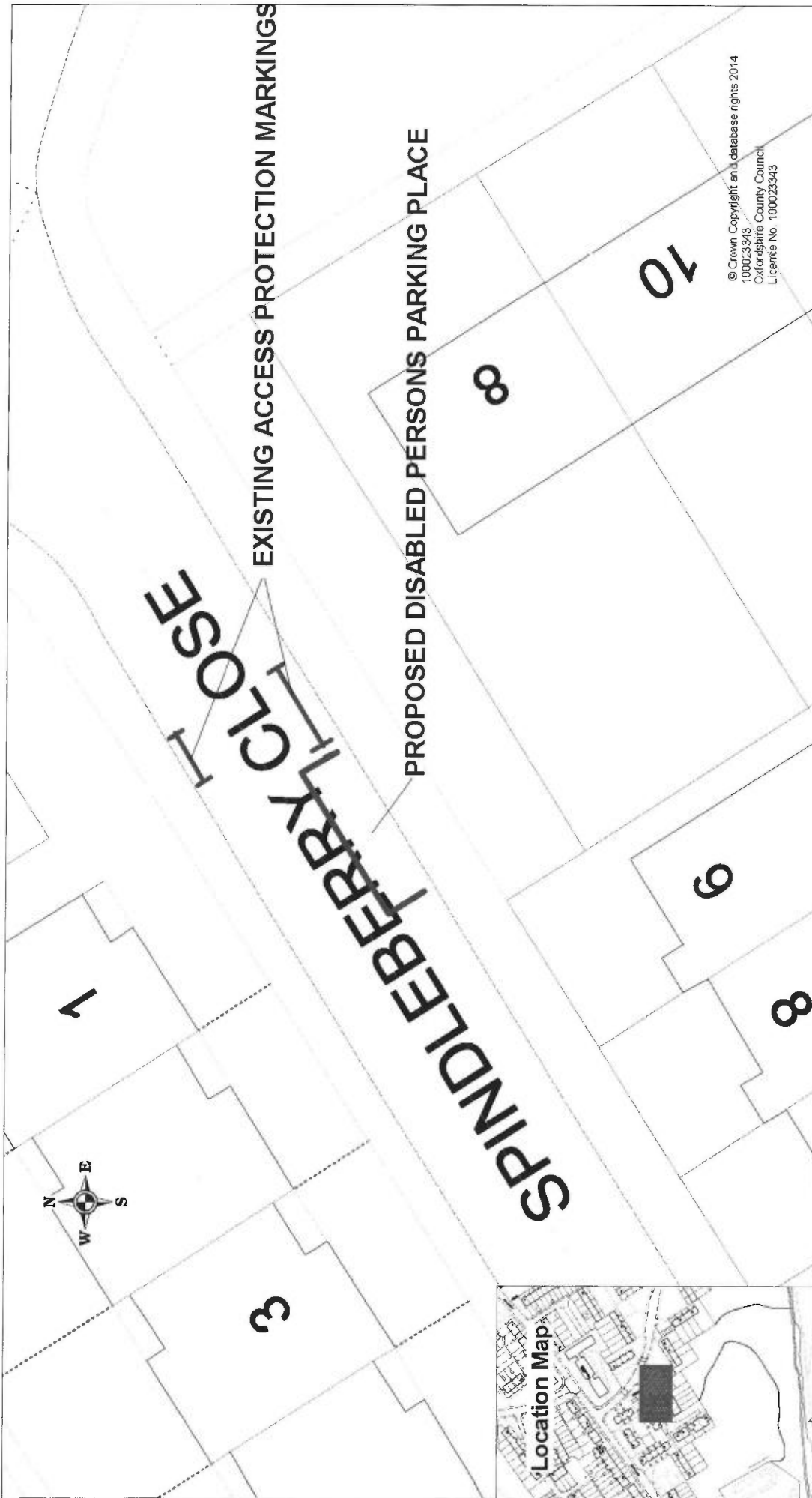


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**Proposed DPPP
 Ruscote Avenue, Banbury**

SCALE	NTS
DATE	13/03/2017
DRAWING No.	
DRAWN BY	



<p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p> <p>Proposed DPPP Spindleberry Close, Oxford</p>		SCALE	NTS
		DATE	12/09/2017
		DRAWING No.	
		DRAWN BY	

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Proposed DPPP in Gillette Close, Banbury		
A resident, Gillett Close	Objects because the DPPP is for a resident at a Deacon Way address. There are already residents from Broughton Road and Deacon Way parking in the Close. Gillett Close residents need to park near their homes and this will make it more difficult.	The applicant finds it easier to get from the rear of the house on to Gillett Close. A garage exists but is too narrow to open the car doors and not wide enough to get in and out. Bay is planned in front of garage. The homes in Deacon Close are on the opposite side of the Close and have plenty of parking space, although non residents can park there.
Proposed DPPP in High Street, Hook Norton		
Two residents, High Street	Object to the proposal. They have their own garage and parking but are writing on behalf of the community. They believe the bay would have only limited use and suggest a limited time bay (say 30 minutes) instead, which would help all shoppers including elderly non-badge holders.	A limited time bay would not help badge holders and the proposal is supported by the shop. Apart from residents, most parking here is by shoppers and of limited duration.
Two residents, High Street	Object to the proposal. The proposed bay will cause considerable difficulties for them. They and their immediate neighbours have no off-street parking and this applies to houses beyond the shop, at the top of Bell Hill, and the cottages opposite. Because of the road layout, cars park where there is a space including their immediate frontage. Workers at the shop and dentist also park here. The shop is open 7 days a week, and for 6 days – 12 hours per day. There is constant	When there is pressure on parking, disabled people are at a greater disadvantage. While the proposed DPPP has been requested by 2 badge holders and has the support of the shop, as well as the Parish Council, one of the badge holders is moving away in a few months and no other badge holders in Hook Norton have come forward during Formal Consultation or before. Advisory DPPPs are no longer permissible under Department for Transport regulations. The OCC website gives particular information and guidance on locating DPPPs outside homes of those disabled residents who qualify but that doesn't

	<p>traffic movement. They have no rear access and as there is no railing where the bay is planned, this is useful to them for deliveries etc. The shop also has deliveries and large lorries park along the frontage here. They believe the bay will be empty for most of the time. If proposal goes ahead they would consider applying for a residents parking area here. They believe the badge holder who asked for the bay is moving away from the village. They also consider OCC should have written to more residents than those along this frontage, although they acknowledge a number of street notices were put up, and the Council did more than the legal requirement. Could the bay be advisory only for more flexibility? They note that OCCs website only has information on disabled bays outside disabled resident's homes, and believe this is misleading. .</p>	<p>preclude the Council from considering DPPPs that are for general use by badge holders.</p>
<p>Two residents High Street</p>	<p>Object to the proposal. They believe the proposed DPPP would be inappropriate here. The shop have told them the three badge holders who would use it only use the shop for 5 minutes in any week and one has moved away. One of the shop managers has told them that they support the proposal because it is away from their immediate frontage and so won't interfere with their deliveries.</p>	<p>As above.</p>

A resident, Hook Norton	Supports the proposal and surprised that the residents here question the need as they are able to reach the shop with ease while disabled drivers cannot. The shop has seen people falling on the steps up to the footway nearer the shop. Hook Norton has a growing population of elderly people and the parking problem near the shop creates a real problem for disabled drivers visiting it so the proposed DPPP is essential. The residents here are a small proportion of the population of the village and nobody else has objected.	As above.
Hook Norton Parish Council	The Councillors were generally in favour of the proposal and there were no objections.	Noted.
Proposed DPPP in Ruscote Avenue, Banbury		
A resident Ruscote Avenue	Questions the need for the proposed DPPP as there are no disabled residents where space is proposed. The residents in this part of the Avenue either have dropped kerbs and off-street parking and where the space is proposed a drive and garage exists. Parking is limited on street for visitors and the proposal will add to the lack of space.	The DPPP is planned outside a current badge holder's home. Although a shared drive and a garage exist, the drive is on a slope, and is rough and uneven. The badge holder can't get in or out of the car when it is in the garage and can't get from there to the house. The garage itself is derelict and rickety. The property is rented.
Proposed DPPP in Spindleberry Close, Oxford		
A resident, Spindleberry Close	Objects to proposal. She is not aware of another disabled resident in the Close other than the resident who already has a DPPP and believes all other residents are sufficiently mobile. There is parking pressure here and as a home owner and parking permit holder she expects to be	The proposed DPPP is located near the home of a current badge holder. The grassed area in question is not publically adopted highway so OCC has no jurisdiction to consider parking. The City Council has installed parking areas in similar situations elsewhere in Blackbird Leys but currently there are no known plans in this vicinity. The allegations of misuse of visitor permits

	<p>able to park outside or near her home. Currently when Oxford United are playing at home, supporters park here with visitor permits obtained from residents outside the Close or illegally. She suggests parking spaces for residents are instead provided on the "green space" at the Pegasus Road end of the Close. She strongly opposes the proposal.</p>	<p>have been passed to the Parking Team to investigate.</p>
<p>The daughter of a resident in Spindleberry Close</p>	<p>She objects to the proposal. There is already a DPPP nearby and one more would be detrimental to the (other) residents and visitors to the Close. Five bungalows and four houses exist and there are only four spaces left for everybody else. Her 90 year old mother lives here, and while she is not a badge holder as she has no car, she cannot walk far so it would be more difficult for the daughter to take her out in the car. It will be more difficult for her carers and deliveries. Adjoining No 9 is a patch of waste ground with a shrubbery which could be allocated to parking. She believes the applicant has sufficient mobility to regularly walk, mow the lawns so why is a DPPP thought necessary?</p>	<p>Her mother could apply for a badge as car ownership is not required. The daughter could use the proposed DPPP to take her out and bring her back provided the mother's badge was displayed. When parking is limited the disabled are at a disadvantage. The off-street area mentioned is not publically adopted land so OCC has no jurisdiction. As above.</p>
<p>Proposed restoration of full parking permit eligibility to flats at Wingfield House, 2A Gathorne Road, Headington, Oxford 36 residents in Gathorne Road, St Anne's Road, including the St Anne's Gathorne Road & Margaret Road Residents Association, the</p>	<p>All object to the proposals. The developer chose not to provide off-road parking on site to maximise the number of flats possible and hence increase profits. The Development was therefore given planning permission by the City Council on the basis that the flats would be ineligible for parking permits in Headington Central CPZ. A subsequent appeal by the</p>	<p>As the objectors have noted the development was granted planning consent on the basis that it would be car-free.</p> <p>County officers supported this principle at the time of the initial application (2007) and objected to the subsequent planning application (in 2016) which sought to remove the condition preventing permits being issued to residents of this site. It remains officers' view that the development should continue to</p>

<p>local representative of Cyclox, and the Windmill Road Residents Action Group</p>	<p>developer against the planning condition was overruled at the time. Conversely the developer of 1A Gathorne Road, in recognition of the prevailing permit policy of both Authorities provided off-street parking understanding that permits would not be allowed. This area has good communication links and is ideal for car free development. The tenants in the flats at Wingfield House were aware that permits were not allowed when they took on their tenancies, and if parking on-street was an issue they could have rented elsewhere. The objectors believe the developer will increase the rent for the flats if permits are restored. This would also mean an increase of between 6 to 12 vehicles parking in the area.</p> <p>Parking is already congested in Gathorne Road and St Anne's Road with residents from Windmill Road parking here. While parking is more available during the working day when residents are at work, in evenings and weekends the parking is full, as evidenced in surveys carried out by the residents. Previous surveys have been carried out during the day when more parking spaces are available and as a result of the latest appeal the Government Inspector also inspected the road one week-day at lunchtime. The residents' surveys and pictures show that parking is full at night.</p> <p>The proposed reduction in spaces on Windmill Road as a result of Access to Headington will make the situation even worse. Gathorne Road</p>	<p>be car-free.</p> <p>However, there has now been an appeal against retention of the planning condition and the Planning Inspector's report is clear that in reaching a different conclusion, he has taken into account survey information from a number of sources. The Inspector's statement that "the evidence before me does not indicate that as a result of removal of the conditions, on street parking would occur to an extent that would harm highway safety" is very clear.</p>
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<p>County Councillor for Headington & Quarry Roz Smith</p>	<p>is near the edge of the Zone boundary, so residents unable to park here will have to park the other side of the busy Windmill Road which is undesirable for the elderly. While permits were restored to 9 & 9A Gathorne Road following a planning appeal, each property was only allowed 1 permit so this has not increased on-street parking pressure. If full eligibility to permits for Wingfield House were allowed, this would create a precedent and other developers would seek to overturn similar planning conditions on existing developments in order to obtain full eligibility.</p>	
	<p>Objects to the proposal. "With advice from Oxfordshire County Council, Oxford City Council planning committee put a condition on this property that it should be exempt from parking permits, i.e. a car free development. The condition was sensible given the proximity of regular public transport, local services within easy walking distance, (GP, Dental, library, schools etc.) plus an active car sharing scheme. The owner has now appealed this condition and it seems an ill-informed planning inspector found in his favour. This was a shock, given the pressure on the few residents parking spaces within Gathorne Road, nearby St Anne's and Margaret Roads. If allowed, we could see as many as 12 more vehicles competing for the 18 spaces in Gathorne Road and the few spaces in surrounding area. Many homes do not have off road parking and</p>	<p>As above</p>

the Access to Headington project will see even more pressure when residential spaces in Windmill Road are removed. The detailed work around removal of parking spaces in Windmill Road undertaken by county officers with consultation with residents and local councillors will be undermined by allowing parking eligibility for the Wingfield House development. The stated aim of Access to Headington is to encourage use of sustainable means of transport. If this change to the eligibility for parking permits is allowed then I envisaged a raft of appeals for changes to parking conditions within the City's controlled parking zones. I concur with my city councillor colleagues that if this change is approved then it will be more difficult for the local planning authority, (Oxford City Council), to turn down applications and for the County Council to further its aim of reducing the high volume of vehicle movements within the City.

I recognise it will be unusual, but not the first time, that a local authority to challenge an appeal decision by a planning inspector. However, I feel the arguments for exempting these properties from the eligibility for parking permits in the Headington CPZ are overwhelming and I urge the Cabinet member to continue the exemption for this development".

<p>City Councillors M Altaf-Khan & Ruth Wilkinson</p>	<p>Both object to the proposal. "As city councillors for Headington Ward, we are writing to object most strongly to the proposed changes which seeks to restore the above Gathorne Road properties to full permit eligibility. We set out our concerns below.</p> <ul style="list-style-type: none"> • We believe that the County Council should not be encouraging the use of cars in areas that are excellently served by frequent public transport, especially at a time when the Access to Headington project is facilitating better space for cyclists, and when concerns from our residents about air quality in the area are increasing. The advent of Rapid Transit buses will improve travel for Headington residents still further, and there is a successful car-share scheme currently in operation in the area. • Applications to intensify or change the use of flats and HMOs in this area have been permitted by the planning authority including councillors on East Area Planning Committee <i>only on condition that these are car-free developments.</i> Gathorne Road is close to excellent public transport routes in and out of Oxford, the airports and London. • There are currently only 18 dwellings in Gathorne Road; on-road parking spaces are already under pressure both from existing permit-holders, and from hospital 	<p>As above</p>
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and care workers seeking to access the Nuffield Orthopaedic Centre and a Gathorne Road property for tenants with special needs. The removal of some on-road parking spaces in Windmill Road as part of the Access to Headington scheme is likely to shift parking to adjoining residential roads including Gathorne Road. The restoration of permit eligibility to tenants in these six properties would reduce on-road parking availability for current Gathorne Road permit-holders, and potentially shift parking pressure to St Anne's Road nearby, thus impacting negatively on permit-holders there too.

- We are anxious that this proposed change arising from what we feel to have been a questionable inspector decision does not serve as a precedent for the Headington area, which contains a very large number of shared houses, HMOs and flats which have only received permission for build or change of use on condition that they are car-free. We recognise that it is most unusual for a local authority to challenge an appeal decision by a planning inspector, but we feel that the arguments for exempting these properties from eligibility for the CPZ are overwhelming.

We urge the Cabinet Member to oppose this change and ask her to continue to exempt these

	properties from full permit eligibility in the Headington Central CPZ".	
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Appeal Decisions

Site visit made on 23 January 2017

by **B Bowker Mplan MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government
Decision date: 10 February 2017

Appeal A Ref: APP/G3110/W/16/3160284

2A Wingfield House, Gathorne Road, Oxford, Oxfordshire OX3 8NF

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with conditions subject to which a previous planning permission was granted.
- The appeal is made by Mr Harold Grant against the decision of Oxford City Council.
- The application Ref 16/00342/VAR, dated 30 April 2015, was refused by notice dated 5 April 2016.
- The application sought planning permission for the erection of one and a half storey rear extension (with accommodation in roof space) to provide 1-bed maisonette without complying with a condition attached to planning permission Ref 11/00875/FUL, dated 27 May 2011.
- The condition in dispute is No 6 which states (sic) that:
The development hereby permitted shall not be occupied until the Order governing parking at has been varied by the Oxfordshire County Council as highway authority to exclude the site, subject to this permission, from eligibility for resident's parking permits and resident's visitors' parking permits unless otherwise agreed in writing by the Local Planning Authority.
- The reason given for the condition is:
To ensure that the development does not generate a level of vehicular parking which would be prejudicial to highway safety, or cause parking stress in the immediate locality, in accordance with policies CP1, CP6, CP10 and TR13 of the Oxford Local Plan 2001-2016.

Appeal B Ref: APP/G3110/W/16/3160286

2A Wingfield House, Gathorne Road, Oxford, Oxfordshire OX3 8NF

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with conditions subject to which a previous planning permission was granted.
- The appeal is made by Mr Harold Grant against the decision of Oxford City Council.
- The application Ref 16/00354/VAR, dated 3 February 2016, was refused by notice dated 5 April 2016.
- The application sought planning permission for the erection of two storey building to provide 5 flats (3x1 bed, 2x2 bed) including accommodation in roof space without complying with a condition attached to planning permission Ref 07/00399/FUL, dated 23 May 2007.
- The condition in dispute is No 6 which states that:
The development hereby permitted shall not be occupied until the Order governing parking at land on the plot referred to in this permission as the rear of 139, 141 and 143 Windmill Road, adjoining 2 Gathorne Road has been varied b the Oxfordshire County Council as highway authority to exclude the site, subject to this permission, from eligibility for resident's parking permits and resident's visitors' parking permits.

- The reason given for the condition is:
To ensure that the development does not generate a level of vehicular parking which would be prejudicial to highway safety or cause parking stress in the immediate locality.
-

Applications for costs

1. Applications for costs have been made by Mr Harold Grant against the decision of Oxford City Council. Both applications are the subject of a separate Decision.

Decisions

Appeal A

2. The appeal is allowed and planning permission is granted for the erection of one and a half storey rear extension (with accommodation in roof space) to provide 1-bed maisonette, at 2A Wingfield House, Gathorne Road, Oxford, Oxfordshire OX3 8NF, in accordance with the application Ref 16/00342/VAR, dated 30 April 2015, without compliance with condition No 6 previously imposed on planning permission Ref 11/00875/FUL, dated 27 May 2011, but subject to the attached schedule of conditions, Schedule A.

Appeal B

3. The appeal is allowed and planning permission is granted for the erection of two storey building to provide 5 flats (3x1 bed, 2x2 bed) including accommodation in roof space, at 2A Wingfield House, Gathorne Road, Oxford, Oxfordshire OX3 8NF, in accordance with the application Ref 16/00354/VAR dated 3 February 2016, without compliance with condition No 6 previously imposed on planning permission Ref 07/00399/FUL, dated 23 May 2007, but subject to the attached schedule of conditions, Schedule B.

Background and Procedural Matters

4. The two appeals seek to remove conditions relating to two separate planning permissions at the same site. Despite being subject to separate decisions, both conditions sought to prevent future occupants of No2A Wingfield House from obtaining parking permits for the same reason; to prevent harm to highway safety. These conditions are reported to have been complied with and currently occupiers of the appeal site are not eligible to apply for parking permits.

5. The concerns of the Highway Authority do not relate to parking availability and highway safety and relate to the conditions being necessary based on the good levels of access the site has to sustainable forms of transport. Reference is also made to Policy HP16 of the Sites and Housing Plan (SHP). This policy states that permission will be granted for car free housing in locations that have excellent access to public transport, that are within a controlled parking zone and within 800 metres of a local supermarket. My site visit confirmed such circumstances apply to the development.

6. However, SHP Policy HP16 was adopted after the approval of the original planning permissions and does not alter the original reasons used to justify the conditions. Therefore, I must focus my determination of the appeals on the reason both conditions were imposed at the time; to preserve highway safety.

7. For similar reasons, concerns regarding the effect of the development on living conditions with reference to noise, disturbance and pollution do not form part of my consideration of the appeal. Accordingly, the main issue is as below.

Main Issue

8. The main issue is the whether the conditions are reasonable and necessary in the interests of highway safety.

Reasons

9. The appeal site is a two storey building comprising four flats each with one bedroom and two flats each with two bedrooms. The surrounding area is predominantly residential in use with Nuffield Orthopaedic Hospital to the south west and Windmill School to the north of the site. Roughly half of properties at Gathorne Road benefit from off street parking. Apart from properties along Windmill Road, the majority of properties in the surrounding area benefit from off street parking. The site is located within a Controlled Parking Zone.

10. During my late morning site visit, albeit representing only a short period of time, I saw a number of vacant on street parking spaces at Gathorne Road and St. Anne's Road. In addition, whilst Windmill Road received a constant flow of traffic at a moderate speed, Gathorne Road was not particularly busy. I also saw that Gathorne Road is straight with a 20mph speed limit, double yellow lines at its junctions and thus offers highway users good levels of visibility. However, I appreciate that later in the day the availability of parking spaces in the immediate area is likely to reduce and that levels of traffic and pedestrian activity are likely to increase.

11. The appellant has undertaken a number of Parking Stress Surveys across a range of dates and times within 150 and 200 metres of the appeal site in accordance with the 'Lambeth' methodology. Concerns are raised regarding the accuracy, timings and methodology of the appellant's parking surveys. However, I understand that the dates and times were agreed with the Highway Authority. I consider that the range of dates, times and the survey area chosen are reasonable and up to date, with the latest survey undertaken in February 2016. However, as the appellant's Google Map based surveys do not include precise times, they are afforded limited weight.

12. Owing to the number of bedrooms per flat at No 2A, and taking into account potential visitors, the likely demand for parking spaces arising from the proposed change in the conditions would be modest. In this context, I consider that the appellant's surveys indicate that on street parking capacity exists in the surrounding area to accommodate the development.

13. To inform the 'Access to Headington' (ATH) initiative, Oxford County Council's undertook a parking assessment, which concluded that Windmill Road has a consistent underutilisation of on street parking. The assessment also involved side roads along Windmill Road including Gathorne Road. Part of the ATH initiative involves the removal of all 38 on street parking spaces along Windmill Road and the creation of 35 additional new spaces at adjoining side roads.

14. However, taking into account the length of Windmill Road and the number of adjoining side streets, the ATH's modest net loss of 3 on street parking spaces and the redirected parking demand would be met over an area larger than Gathorne Road. Moreover, the County Council's parking assessment concludes

that at least 40 parking spaces would remain vacant in the area after accounting for spaces removed at Windmill Road.

15. Whilst concern is raised regarding the ATH initiative and associated parking stress surveys, no substantive reasons are before me to discount its findings. The parking surveys undertaken by residents indicate a lower number of on street parking spaces than the appellant's surveys. However, as the higher figures in the appellant's and Council's respective surveys corroborate one another, I find them a more credible form of evidence for establishing parking availability in the area. Consequently, even taking into account the ATH initiative, the surrounding area would be able to meet the modest parking needs of the appeal site.

16. A number of appeal decisions have been brought to my attention including a decision¹ at Gathorne Road. The appellant and residents refer to the decision in support of their respective cases. Whilst I have not been provided with the full details of this case, I note that the decision was made over 5 years ago. Consequently the decision and underpinning evidence are unlikely to provide an up to date account of local parking capacity. Nor do I have full details of development proposals referred to in the surrounding area, such as the expansion of Windmill School. Moreover, I must determine the appeal based on the evidence before me.

17. In reaching my decision I have carefully considered objections from residents and Ward Councillors, which include concerns regarding precedent. However, this decision would not prevent the Council from resisting development in locations where additional on street parking would lead to an adverse effect on highway safety.

18. In summary, in this case, sufficient on street parking capacity exists to meet the needs of occupants at No 2A. Moreover, the evidence before me does not indicate that as a result of removal of the conditions, on street parking would occur to an extent that would harm highway safety.

19. Therefore, I conclude that the conditions are not reasonable or necessary in the interests of highway safety. Consequently, the proposed change to conditions would meet the requirements of Core Strategy Policies CP1, CP6, and CP10 which are of most relevance to this matter. Combined, insofar as they relate to this matter, these policies require parking levels to be appropriate for the use proposed and development to be acceptable in respect of highway safety.

Conclusion

20. The Planning Practice Guidance makes it clear that decision notices for the grant of planning permission under section 73 should also repeat the relevant conditions from the original planning permission, unless they have already been discharged. As I have no information before me about the status of the other conditions imposed on the original planning permissions, I shall impose all those that I consider remain relevant. In the event that some have in fact been discharged, that is a matter which can be addressed by the parties.

21. For the reasons given above I conclude that the appeals should succeed. As a result I will vary the respective planning permissions by deleting the disputed conditions.

¹ APP/G3110/A/11/2143838

B Bowker

INSPECTOR

Attached – schedule of conditions.

Appeal A

Schedule A: Conditions

- 1) The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans: P2.15A proposed, P2.14A proposed, P2.13A plans - proposed, P2.12A plans - proposed.
- 2) The materials used in the external elevations of the new development shall match those of the existing building.
- 3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or enacting that Order) no additional windows shall be placed in the side and rear elevations without the prior written consent of the Local Planning Authority.

Appeal B

Schedule B: Conditions

- 1) Samples of the exterior materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority before the start of work on the site and only the approved materials shall be used.
- 2) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or enacting that Order) the window(s) marked in green on the approved plan shall be glazed in obscure glass and thereafter retained.
- 3) That notwithstanding the details of the approved plans, the overall ridge height of the approved building shall not be any higher than 0.8 metres higher than the ridge height of number 2 Gathorne Road.
- 4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or enacting that Order) the window(s) marked green on the plan shall have a cill height not less than 1.6 metres above floor level.
- 5) Notwithstanding the provisions of Class A of Part 2 to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or enacting that Order) details of the means of enclosure along the highway frontage shall be submitted to and approved in writing by the LPA prior to the commencement of development and no residential unit shall be occupied until the approved means of enclosure have been fully implemented. No alterations shall be made to this means of enclosure unless otherwise agreed in writing by the LPA.

26/17 PROPOSED DISABLED PERSONS PARKING PLACES IN CHERWELL DISTRICT AND OXFORD AND PROPOSED RESTORATION OF PARKING PERMITS TO WINGFIELD HOUSE, 2A GATHORNE ROAD, OXFORD
(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) objections received as a result of formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Cherwell District and Oxford City and the

proposed restoration of residents and visitors parking permits to Wingfield House, 2A Gathorne Road, Headington, Oxford, following a successful planning appeal.

Julian Philcox referred to the independent Planning Inspector's appeal in February 2017. Based on sound and robust evidence provided by JP Planning Ltd and, importantly, Oxfordshire County Council as Local Highway Authority as part of the 'Access to Headington' background work that evidence had assessed both the status quo (the position on the ground at the time of evidence collection) and the position should the Access to Headington proposals come forward. Both scenarios had shown more than adequate capacity on-street to cater for the provision of permits to residents of Wingfield House. Furthermore S288 of the Town & Country Planning Act allowed for a legal challenge via the High Court within 6 weeks of the Inspector's decision. No such challenge had been made. He added that the results of the Parking Stress survey evidence of the County Council showed significant underutilisation of on-street parking spaces in the vicinity as evidenced in a report by the then Deputy Director of Environment & Economy (Strategy) to the Cabinet Member for Environment meeting of 9 June 2016. He urged the Cabinet Member to have regard to the above and endorse the recommendation of county officers.

James Larminnie on behalf of Cyclox opposed restoration of permits. To do so would have severe environmental consequences, which he felt had not been fully considered and that any moves to increase traffic went against the Council's own environmental policies. Increased traffic meant increased parking in cycle lanes. That made cycling less enjoyable and less safe. Approving restoration of permits set a dangerous precedent and needed to be resisted.

Frank Murray a local resident opposed restoration or permits. Regretting the need to make representations at all at this stage he felt the CPZ should have prevented this situation occurring and agreeing proposals to restore permits would have ramifications for other CPZs. He was appalled that this decision had been based on a 1 day investigation and poor photographic evidence. Parking had become a very sensitive issue and to introduce additional vehicles into an already saturated area such as Gathorne Road and St Anne's Road was difficult to contemplate. There was a lot of opposition to this which needed to be taken into account.

Valerie Seagrott a resident of Gathorne Road drew attention to the parking pressures locally which led to illegal parking on corners. Double yellow lines had been placed outside her house for safety reasons yet were ignored. That implied to her that there was not enough space now let alone if more traffic were introduced. Gathorne Road had a lot of families with children living there. They needed to park close to their homes and it was wrong to inconvenience them. It was hard to accept that there was any capacity for more parking and it was clear to her that the developers were playing the system. She opposed restoration but if it went ahead it should be postponed until further surveys had been carried out after completion of Access to Headington.

Geoff Sutton a governor of Windmill school and local resident had been appalled by the Planning Inspector's decision which he felt was flawed. He felt the Inspector had been misled by evidence put before him and that residents had not been listened to. The situation locally had not been investigated thoroughly with night time surveys carried out by residents ignored. The current 18 spaces in Gathorne Road were

usually gone by late afternoon and to increase the pressure by 30% and possibly as much as 60% was unthinkable. An earlier county council email which he had seen had indicated a change would not be supported but that had now been reversed.

Peter West spoke on behalf of Gathorne Road and St Anne's Road residents association. Referring to evidence of daytime surveys he emphasised that the main problem, however, occurred at night and although requests had been made for the Inspector to consider surveys for both day and night the latter, in his opinion, had not been carried out adequately enough. The principle concern locally was that parking issues were causing huge problems in the community which would only worsen if permits were restored.

City Councillor Altaf Khan endorsed the comments expressed by local residents all of whom would be wholly disadvantaged if permits were restored. Wingfield House had originally been approved as a car free development and that should remain the case. Permits were currently being sold to commuters and the pressure on Headington was immense. This was a landmark decision and restoration of permits for this development should be resisted.

County Councillor John Sanders (Labour Group spokesperson for Environment) expressed concern regarding any precedent that might be set if the Inspector's decision was upheld and the damage that would be done to the principle of car free development particularly bearing in mind the potential for the development of 1,000 car free units proposed in the Cowley area.

Councillor Roz Smith supported the City Council's original decision to make this a car free development. She recognised this was a difficult decision but if the officer recommendation was supported then it would be in the face of a great deal of current Council policy. She accepted that sale of permits did happen and that was a situation that was difficult to enforce and police. She thanked the speakers for the points raised in opposition and regretted that no challenge had been made to the Inspector's decision. She did not consider that the Lambeth methodology had been followed insofar as surveys had not been undertaken at the correct times. The Inspector had not referred to parking stress and she reiterated the point that supporting his decision could mean extra parking provision of up to 60%. That was not safe in the current situation. The developer had been happy with the original car free permission and that should be the case going forward.

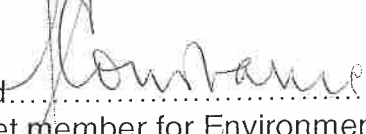
The Cabinet Member noted a written statement received from Richard Stoneman opposing the application for the restoration of residents' permits at Wingfield House and reiterating points raised by other speakers.

With regard to the element of the report regarding provision of disabled persons parking spaces in Cherwell and Oxford officers confirmed that with regard to the proposal for High Street, Hook Norton it was now apparent that there was no longer any genuine need for that space and that their recommendation now was to withdraw proposed provision.

Having regard to the information set out in the report and the representations made to her at the meeting the Cabinet Member for Environment was not minded to make a

change to the status for Wingfield House to allow restoration of eligibility for parking permits. She also accepted the amended officer recommendation with regard to not proceeding with the disabled parking space in High Street, Hook Norton and confirmed her decision as follows:

- (a) not approve restoration of eligibility for parking permits for Wingfield House, 2A Gathorne Road, Oxford;
- (b) approve disabled persons parking spaces at Gillett Close and Ruscot Avenue, both Banbury and Spindleberry Close, Oxford but not High Street, Hook Norton.

Signed.....
Cabinet member for Environment

Date of signing..... 7 / 11 / 17

Division(s): Headington and Quarry

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

OXFORD- HEADINGTON AREA – BICKERTON, LATIMER AND STAPLETON ROADS - PROPOSED AMENDMENTS TO WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation on amendments to waiting restrictions and the relevant Traffic Regulation Order in the above roads. The proposals in respect of Bickerton and Latimer Road comprise the updating of the schedules in the order to better reflect the current situation, with no changes being made on the ground. On Stapleton Road the schedules are similarly amended, except that in the vicinity of house Nos. 19, 25 and 60 Stapleton Road double yellow lines are proposed instead of informal access protection markings to better prevent obstruction to their driveways, at the request of residents.

Background

2. As part of the works relating to the hospitals heat pipe project the marking and signage for the parking restrictions in Bickerton and Stapleton Roads were renewed to ensure that the restrictions would be fully enforceable. During that work it became clear that there were significant discrepancies between the Traffic Regulation Order (TRO) and the extant markings. Therefore, to ensure enforceability the markings were re-laid in accordance with the TRO.
3. One result of this was that the double yellow lines that had been laid across a number of driveways were no longer retained but replaced with white access protection markings. Several residents were very concerned that this change would not be adequate to guarantee access to their driveways and requested that the TRO be amended to allow the double yellow lines to be reinstated. Subsequently officers wrote to all properties affected by the change in markings in both roads to offer the opportunity to reinstate double yellow lines. Only three (all in Stapleton Road) asked for this and these locations are shown on the plan at Annex 1.
4. Separately, in the course of checking the markings in nearby roads it was observed that the layout of two short bays in Latimer Road (near its junction with The Brambles) did not accord with the TRO and the opportunity has been taken to amend the TRO to align with the restrictions already in place.

Consultation

5. Formal consultation on the proposal was carried out between 30 November and 5 January 2018. A public notice was placed in the Oxford Times and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Oxford City Council and local County Councillor. Letters were sent to approximately 20 properties in the immediate vicinity of the proposed parking restrictions.
6. 4 responses were received, comprising an objection from one of the properties in Stapleton Road that originally requested the re-instatement of double yellow lines (asking that these no longer proceed); one from another resident of Stapleton Road on the grounds that double yellow lines reduced the amount of parking available and an objection from a resident of Bickerton Road on the grounds that the opportunity had not been taken to update the times of operation of the TRO to reflect current needs and that the location of the parking bay on Latimer Road (near The Brambles) was unsafe and should be removed. Thames Valley Police did not object to the changes proposed. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

7. The request from the resident of 60 Stapleton Road to not proceed with the double yellow lines across that driveway is noted and accepted. The objection that the presence of double yellow lines can reduce the overall space for parking is acknowledged but there will now only be two driveways on Stapleton Road where this change will occur which will have very limited effect on the overall capacity in the area for residents parking.
8. The other objections are that changes could have been made but were not part of the proposals. Alteration of the days/times of the restrictions in this part of Headington was incorporated into the zone-wide review that was carried out in 2010. Unfortunately, that review was never implemented, primarily due to the deterioration in Council finances with currently no plans to revive it. With regard to the bays on Latimer Road, the proposed amendment to the TRO merely brings it into line with the markings on the ground so that a loophole is closed which might otherwise be exploited by drivers seeking parking in the area. The bays were in place prior to the development of The Brambles (around 10 years ago) and there are no recorded injury accidents. Also the bays (if occupied) do have a traffic calming effect.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

10. Funding for the proposed measures has been provided as part of the management of parking TROs.

RECOMMENDATION

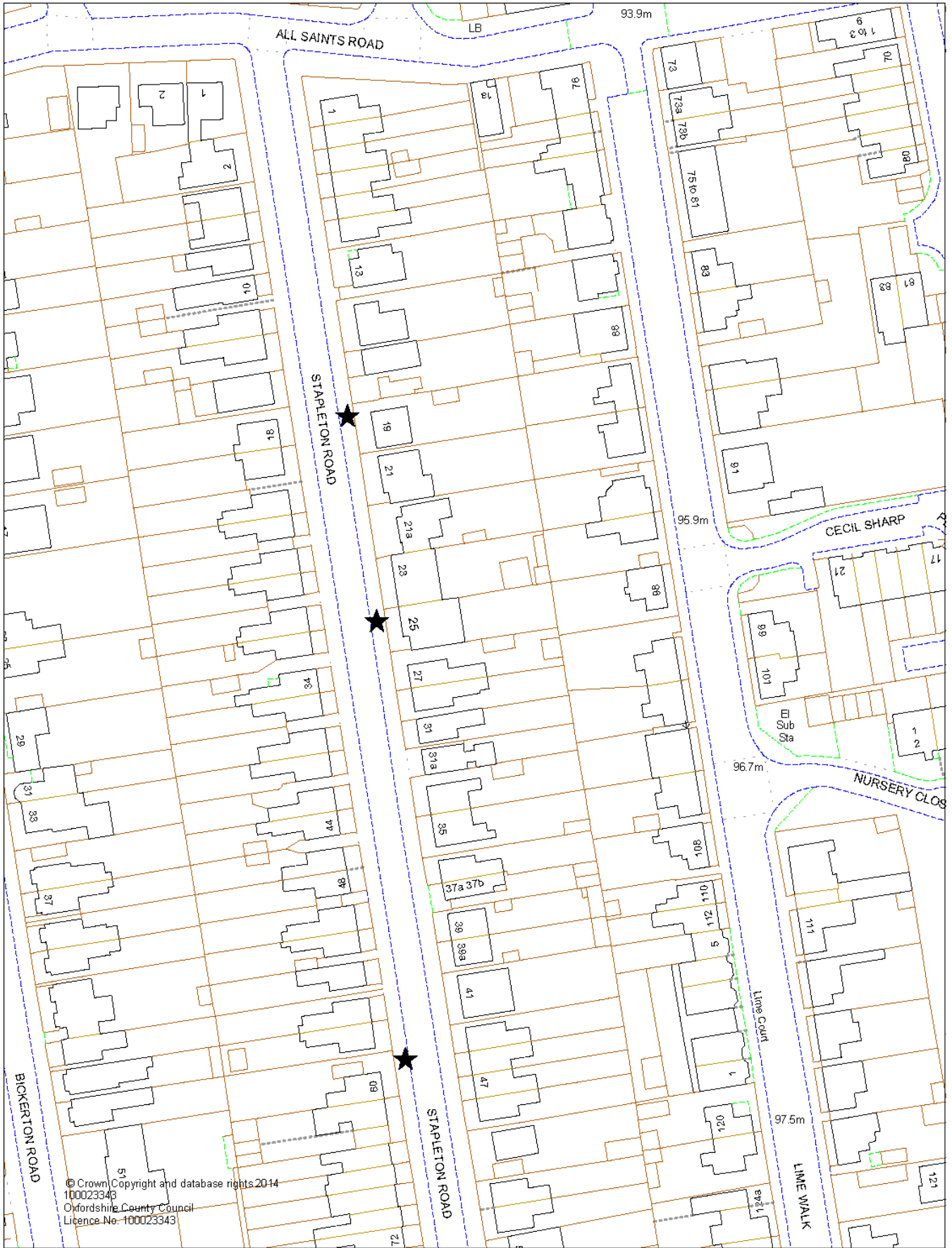
The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to amend waiting restrictions and the relevant Traffic Regulation Order in Bickerton, Latimer and Stapleton Roads as advertised and amended as described in this report.

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed double yellow lines.
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

February 2018



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OXFORDSHIRE COUNTY COUNCIL
 ENVIRONMENT & ECONOMY
www.oxfordshire.gov.uk



**STAPLETON ROAD
 HEADINGTON WEST CPZ**
 Locations of proposed double yellow
 lines across driveways

SCALE	1 : 1000
DATE	11/2017
DRAWING No.	
DRAWN BY	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Local Resident, (Stapleton Road, Oxford)	<p>Object - The Council previously replaced the double yellow lines outside 60 Stapleton Road with a single white line, this action caused car to be blocked both in and out of the off road drive on a number of occasions due to cars parked across the access point that was previously protected by the double yellow lines.</p> <p>I therefore reasonably asked the Council two years ago that the original double yellow lines were put back so that people would not park across the driveway access point. In the recent intervening period however, as far and I'm aware, the driveway has not been blocked with parked cars. I believe therefore that the Council's funds will be better spent elsewhere rather than re-applying the double yellow lines that were original present outside 60 Stapleton Road. I therefore respectfully request that the double yellow lines that were originally present outside 60 Stapleton Road, and that were removed by the Council, are not put back.</p>
(3) Local Resident, (Stapleton Road, Oxford)	<p>Object – Any decision should take into account the substantial pressure on parking spaces in Stapleton Road from late afternoon onwards and at weekends.</p> <p>Double yellow lines are unnecessary to protect driveways. Single white lines provide the same protection, but with the added benefits of flexibility should circumstances change. If unwelcome vehicles blocking driveways really is a problem, then a word with neighbours and maybe a small sign may well achieve results.</p> <p>Once they are down, it is a very bureaucratic and lengthy process to get double yellow lines removed. Should a resident, current or future, decide not to use their garage or driveway for parking then in effect a parking space is lost. Accordingly, if double yellow lines are installed, it should be a condition that a resident's vehicle will normally be parked in the appropriate garage or driveway and not on the road.</p>

<p>(4) Local Resident, (Bickerton Road, Oxford)</p>	<p>Object – I object to this on two grounds:-</p> <p>i) The parking restrictions in this area on Saturdays between 2pm and 4pm have been un-necessary since the closure of the Manor Ground football stadium. They impose an un-necessary and unwelcome restriction on visitor parking in an area where there are very few visitor parking spaces. I believe that the removal of this Saturday afternoon restriction was promised previously and never implemented. This order could easily be amended to include this change. New signage would not be necessary as suitable stickers could be applied over the relevant part of the existing signs.</p> <p>ii) For a residential side road, Latimer Road has become extremely busy in recent years. One particularly bad part is caused by the location of the short parking space on the west side, just to the south of the junction with The Brambles. If this space is occupied at the same time as the nearby space on the east side and slightly to the south there is insufficient space for two cars to pass. This often causes confrontations and near misses and in motorists driving on the pavement or to reverse aggressively. This, short, parking space should be removed for safety reasons.</p>
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Division(s): St Margaret's; Wolvercote and Summertown

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

OXFORD- A4165 BANBURY ROAD - PROPOSED PUFFIN CROSSING AND PROHIBITED RIGHT TURN AT HERNES ROAD

Report by Director for Infrastructure Delivery, Communities

Introduction

1. This report presents responses received in the course of a statutory consultation to provide a puffin crossing (a signalled crossing for pedestrians) on the Banbury Road Oxford just north of its junction with Hernes Road and to prohibit the right turn from Hernes Road onto the Banbury Road.

Background

2. The above proposals as shown at Annex 1 have been put forward at the request of d'Overbroek's College to provide a safe and convenient crossing for students crossing between student accommodation on the east side of the Banbury Road and their Sixth Form Centre directly opposite on the west side of the road. The proposed right turn prohibition from Hernes Road reflects national guidance on the siting of signalled crossings which advises against crossings being within 20 metres of a side road, as below this distance turning traffic from the side road might not have sufficient view of the signals and therefore fail to stop for a red signal. Due to site constraints, it is not judged to be feasible to site the crossing further away from the junction, and as at two other signalled crossings on the Banbury and Woodstock Roads in Oxford where similar constraints apply, the prohibition of the turn right would mitigate this risk. The crossing would, of course, also serve other members of the public wishing to cross the Banbury Road here.
3. It should be noted that Council officers have previously requested that the signalised crossing should be located further north (approx. 60 meters) in proximity to the Squitchey Lane junction with Banbury Road on the basis that this location would serve a more strategic purpose. However, at the request of d'Overbroek's College it was considered that siting the crossing away from the Hernes Road junction with Banbury Road would be less desirable for students wishing to cross between the two d'Overbroek's College sites. Due to site constraints in the immediate vicinity of Hernes Road, it is not judged to be feasible to site the crossing further away from the Hernes Road junction.

Consultation

4. Formal consultation on the proposal was carried out between 30 November and 5 January 2018. A public notice was placed in the Oxford Times and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Oxford City Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed crossing location and letters sent to approximately 40 properties in the immediate vicinity.
5. Seven responses were received. An objection from Thames Valley Police in respect of the proposed no right turn restriction and six expressions of support for the signalled crossing, including from two Oxford City Councillors representing this area and three members of the public. A response was received from a member of the public not objecting to the proposed puffin crossing but expressing a preference that a pedestrian refuge be provided as an alternative and strong concerns over the proposed prohibition of the right turn from Hernes Road in respect of the longer journey times for traffic that currently make the right turn here. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

6. The objection of Thames Valley Police to the proposed no right turn restriction was made on the grounds that compliance with such restrictions is often poor and gives rise to complaints and requests for police enforcement which is, in practice, a low priority due to many other more pressing calls on police resources. It is accepted that at the signalled crossings on the Woodstock and Banbury Road, where such turning restrictions are in place, compliance has been raised as a concern. However, the accident history at these crossings shows no reported accidents where a vehicle making a prohibited turn has been involved in an accident involving a pedestrian using the adjacent signalled crossing.
7. The response from the member of the public expressing a preference for a pedestrian refuge and strong concerns over the impact of the proposed right turn restriction on journey times are noted. While it is accepted that a pedestrian refuge would provide a good standard of pedestrian safety and convenience a signalled crossing is preferred by many pedestrians given the positive control of traffic and, in this specific case, funding is only being offered by d'Overbroek's College for a signalled crossing. It is also accepted that the proposed right turn restriction might add slightly to journey times, noting that making the right turn from Hernes Crescent may prove slightly more difficult than from Hernes Road due to the proximity of the Squitchey Lane junction to the former. However, this is not anticipated to result in a major increase in delay to turning traffic.
8. The expressions of support from the Oxford City Councillors and members of the public are noted.

9. Taking account of the above, it is considered that although police concerns over non-compliance are based on observations of other similar restrictions in the reasonably near proximity of the proposal, there are no undue concerns over this presenting a significant safety risk or, in respect of the objection from the member of the public undue delay to traffic currently making the right turn from Hernes Road and, as noted, in the responses from the City Councillors and members of the public the proposed crossing will provide a safe crossing facility for the general public in addition to the school students for whom the funding for the project has been provided.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

11. Funding for the proposed measures has been provided by d'Overbroek's College.

RECOMMENDATION

12. **The Cabinet Member for the Environment is RECOMMENDED to approve provision of a puffin crossing (a signalled crossing for pedestrians) on the Banbury Road Oxford just north of its junction with Hernes Road and to prohibit the right turn from Hernes Road onto the Banbury Road as advertised.**

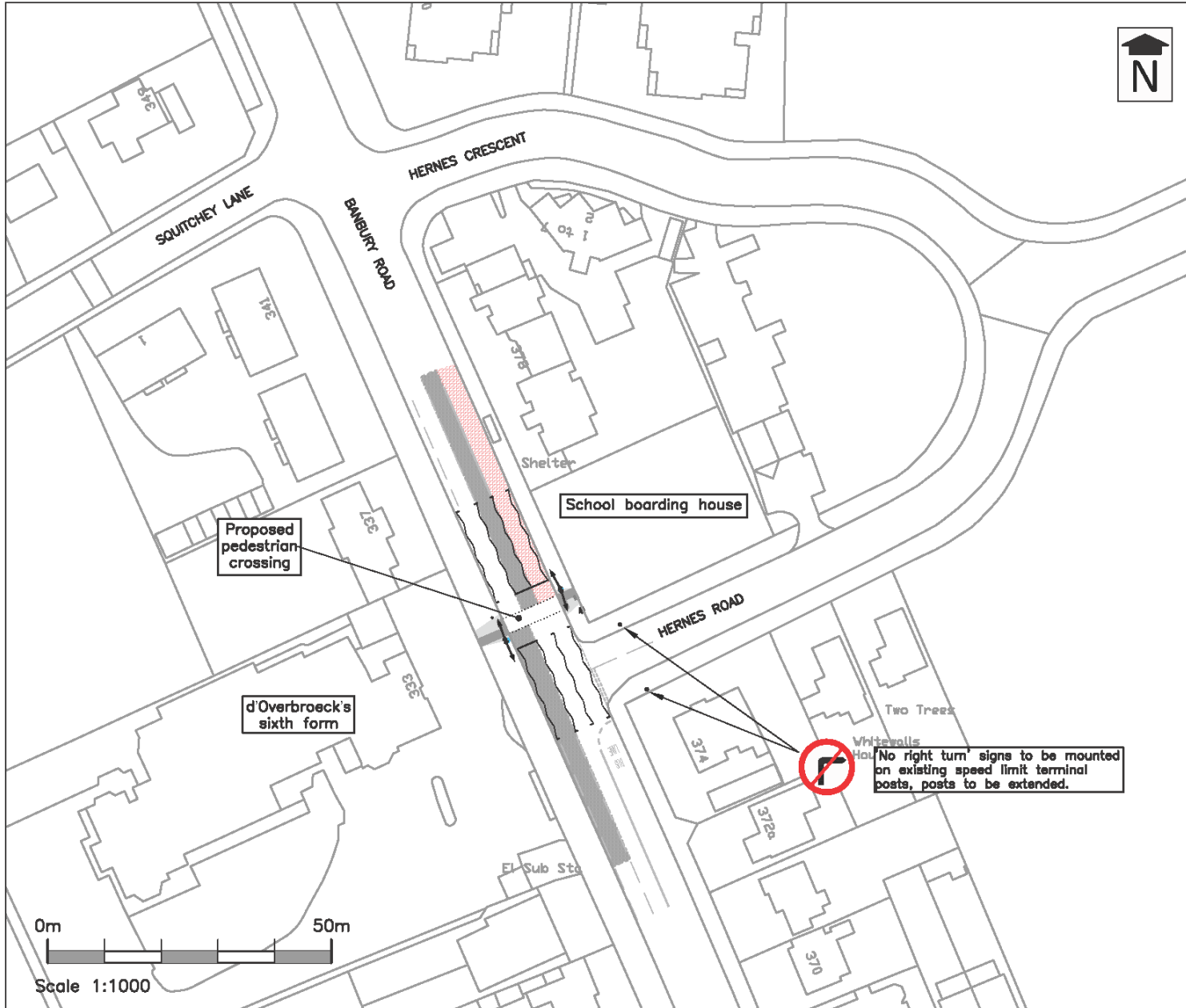
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed puffin crossing and prohibition of right turn.
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

February 2018



Stratton Park House, Wanborough Road
Swindon, SN3 4HG

Telephone
01793 828000

Website
www.pfapl.com

NOTES

1. Drawing based on Topographical surveys, GS270552/100A prepared by Glanville (June 2007) and 16721/1 prepared by Midland Survey Ltd (July 2012).

Rev #	Date	Description	Drawn	Check
	31/10/17	First Issue	CS	CJM
A	15/11/17	No right turn' signs mounted on existing sign posts and advance left turn signs removed.	CS	CJM

Client
d'Overbroeck's

Project
**Proposed Puffin Crossing
Banbury Road
Oxford**

Drawing Title
**Prohibition of
Right Turn from
Hernes Road (South)**

Drawing No. **D192/9** Rev A

Date: October 2017 Scale: 1:1000 @ A4
E-Mail: csumbler@pfapl.com

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><u>Puffin Crossing</u> – No objection – providing it fully complies with necessary regulation and that speed monitoring has taken place to confirm current traffic speeds support this crossing point</p> <p><u>NRT Restriction</u> - Object – I realise why this is being proposed due to the close proximity of the new crossing to this junction, but fear compliance of this restriction will be poor due to the current junction layout . There is a similar example of this on Woodstock Road which has in the past be subject to many complaints of poor driver compliance.</p>
(2) Local City Cllr	<p><u>Puffin Crossing</u> - Support – This is necessary for the safety and convenience of all residents, particularly since the opening of the new sixth form centre and associated accommodation block on opposite sides of Banbury Rd. The crossing formed part of the planning permission granted for that development, and it should have been consulted and installed before the new buildings opened. It must now be completed as a matter of urgency</p> <p><u>NRT Restriction</u> - Support – <i>No comment.</i></p>
(3) Local City Cllr	<p><u>Puffin Crossing</u> – Support.</p> <p><u>NRT Restriction</u> - Support – If people drive west along Hernes Road, they will have to turn left – if they happen to want to go north they will have to take a very long and awkward route to do so. So I think it is essential that there is signage to direct anyone wanting to go north to use Hernes Crescent, not Hernes Road, at the junction of the two.</p>
(4) Member of public, (London)	<p><u>Puffin Crossing</u> - Support – I am a prospective parent at D'overbroeck's 6th form school and am very concerned about the dangers of crossing from the main boarding house to the school. This crossing is essential to keep the students safe.</p> <p><u>NRT Restriction</u> - Support – Again helps to keep the students safe.</p>

<p>(5) Member of public, (London)</p>	<p><u>Puffin Crossing</u> - Support – A pupil was fatally run over in my secondary school a few years ago. This was a tragedy for the family, the school community and the local area. In this case, there was a safe place to cross and she had ignored school rules.</p> <p>In the case of D'Overbroeck's - there is currently no safe place for pupils to cross and it is clearly a very dangerous road to attempt to cross without a puffin crossing or similar provision. It would be so damaging for the community if there were to be an accident that could so easily be avoided by the council putting in a crossing asap before a tragedy occurs.</p> <p><u>NRT Restriction</u> - Support – This will improve safety further.</p>
<p>(6) Local Resident, (Hernes Road, Oxford)</p>	<p><u>Puffin Crossing</u> - No objection - I would prefer to have a pedestrian refuge island rather than a puffin crossing installed.</p> <ol style="list-style-type: none"> 1. The cost would be considerably cheaper. 2. The students leave Islip house in the early morning and are only permitted to return in the late afternoon during term time. 3. A traffic signal would add further delay to the ever increasing traffic in this area of the Banbury road when there are already four crossings down to the Marstonferry road. <p><u>NRT Restriction</u> – Objection With regard to the " no right turn" from Hernes road this could affect up to forty vehicles between the Nursing home and Banbury road which would then divert to Hernes crescent. This does not take in to account those vehicles beyond Hernes road and Islip road which intend going to Kidlington. This would cause untold delay to residents in this area.</p>
<p>(7) Local Resident, (Hernes Road, Oxford)</p>	<p><u>Puffin Crossing</u> - Support – As an elderly person with a disability, I would be grateful for any crossing, since getting across the Banbury Road at certain times is a nightmare, and I sometimes have to wait a very long time to do so.</p>

	<p><u>NRT Restriction</u> – No objection – should not prove too difficult. When I need to take a taxi to Oxford Parkway, the taxi can easily turn on to the Banbury Road from Hernes Crescent.</p>
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Division(s): Wroxtton and Hook Norton

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

BOURTON (NEAR BANBURY): MAIN STREET GREAT BOURTON – PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND RELOCATION OF TRAFFIC CALMING BUILD OUT

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to extend the 30mph speed limit westwards on Main Street Great Bourton and the 50mph speed limit that applies on the A423 Southam Road eastwards into Main Street to replace the very short remaining length of national speed limit that would otherwise remain, and construct a new traffic calming build out in place of the existing build out at the current terminal point of the 30mph limit.

Background

2. The above proposals have been put forward as part of the construction of an access to new residential development to the north of Main Street. A plan showing the proposed speed limit change is provided at Annex 1 and Annex 2 illustrates the proposed re-location of the traffic calming feature.

Consultation

3. Formal consultation on the proposal was carried out between 7 December 2017 and 12 January 2018. A public notice was placed in the Banbury Guardian and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Cherwell District Council, Bourton Parish Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed crossing location.
4. Twenty one responses were received. These are summarised at Annex 3; with copies of the full responses available for inspection by County Councillors. Thames Valley Police have not objected but objections have been received from the local county councillor, Bourton Parish Council, Cropredy Parish Council and a further seventeen from members of the public. The objections raised strong concerns over the location of the new build out, particularly in respect of road safety given its proximity to the A423 Southam Road junction and the risk of traffic blocking back into the junction but also the impact on the access to the caravan site on the south side of the road. Many of the responses expressed the view that the relocated calming feature further west from the centre of the village would result in more speeding with several

responses noting that they did not consider the existing build out to be effective.

5. The response of Bourton Parish Council – which was fully supported by the local member – expressed the view that while not against the principle of the speed limit and traffic calming being amended, the changes required by the new housing development presents a clear opportunity to design a new scheme that will considerably improve the situation and improve safety for drivers and villagers alike.
6. In addition to the objections in relation to the proposed amendment to the traffic calming, some objections were received in respect of the relocation of the 30mph speed limit and the extension of the 50mph speed limit into Main Street from the A423, with some respondents suggesting that the 30mph speed limit should be extended to the A423 junction.

Response to objection and other comments

7. The response of Thames Valley Police expressing no objection to the proposals is noted.
8. Noting the objections to the proposed relocation of the traffic calming build out it is agreed that this matter requires further consideration and a meeting has been suggested with representatives of Bourton Parish Council, the local member, representatives of the developer and county officers to review the scheme and assess the best way forward, while accepting that this relatively small scale development could not reasonably be expected to fund extensive traffic calming measures in the village.
9. A technical review of the layout of the access arrangement for the new development has confirmed that the existing traffic calming build-out could be retained in its current location without presenting an obstruction to turning movements and this option could, therefore, be considered as part of the above review.
10. In respect of the proposed speed limit changes, the extension of the 30mph speed limit westwards to include the new access to the residential development is considered appropriate. Although some representations were made that it would be better to extend this limit to the A423 junction, the 30mph terminal signs would likely be more conspicuous to drivers being sited as currently proposed, irrespective of whether the new build-out is provided, with the 50mph speed limit that currently applies on the A423 being extended slightly into Main Street.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

12. Funding for the proposed measures has been provided by the developers of land adjacent to Main Street.

RECOMMENDATION

The Cabinet Member for the Environment is RECOMMENDED to

- a) approve the proposed amendments to the 30mph and 50mph speed limits as advertised;**
- b) defer approval of the proposed revised location of the build out pending a review of alternative options for traffic calming.**

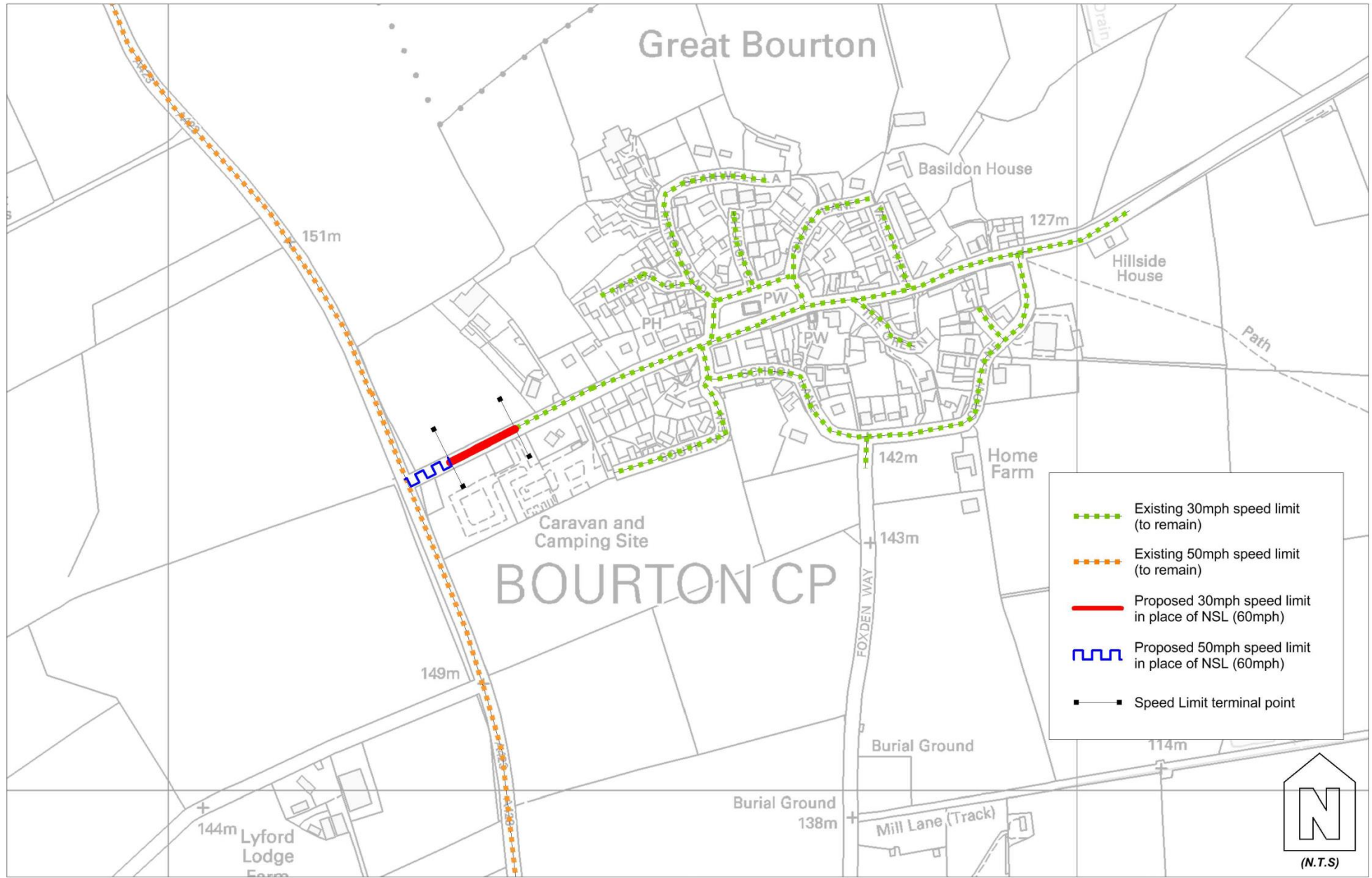
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed amended speed limit and traffic calming
 built out
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

February 2018



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Date drawn: 07/012/2017
 Drawn by: CJM

Map centre:
 easting. 445571, northing. 245384





The Contractor is to check and work in conjunction with the existing details of existing road works, building and site structures, levels and street levels at connection points and ensure that they are fully measured before the commencement of the site investigation and before work starts. The Contractor is to carry out all aspects with current building regulations, British Standard Specifications, Building Regulations etc. unless stated otherwise on the drawing.

This drawing is not intended to show details of ground conditions or ground constraints. Each area of ground shown is to be investigated and detailed accordingly. Any areas to be investigated to be investigated by the site investigation report as to be investigated by the Engineer, who must provide a written report to the Contractor. The Contractor is to ensure that the ground is investigated by a suitable engineer. The Contractor is to ensure that the ground is investigated by a suitable engineer. The Contractor is to ensure that the ground is investigated by a suitable engineer. The Contractor is to ensure that the ground is investigated by a suitable engineer.

The drawing is to be read in conjunction with the relevant architectural and engineering drawings.

- GENERAL NOTES**
- This drawing is to be read in conjunction with relevant architectural and engineering drawings.
 - Levels indicated in blocks are Finished floor levels and are 150mm above adjacent finished ground levels unless otherwise shown.
 - Levels of the existing road at the point of tie-in with proposed site road must be checked prior to commencement of works.
 - Any discrepancies between the details shown and actual site conditions to be reported immediately to the engineer prior to commencement of works.

- GENERAL NOTES**
- This drawing is to be read in conjunction with relevant architectural and engineering drawings.
 - Existing services within extent of proposed works to be investigated further. Chambers to be lowered to suit proposed levels as necessary.
 - All signing & lining to be in accordance with the Traffic Signs Regulations & General Directions 2016. Lining to be white extruded thermoplastic material complying with BS3232 Class A with a silt resistant value of 55. Where new lining is not required, existing lining should be refreshed as necessary.
 - Information for road markings:
TSRGD 1003 (600/300/000)
TSRGD 1004.1 (600/200/100)
TSRGD 1012.1 (150)
TSRGD 1023 (3750)

- BOLL10 (TrueFlex bollard with TSRGD 610 face)
Should be self righting and retroreflective
 - BOLLPI (TrueFlex bollard with plain face)
Should be self righting and retroreflective
- Bollards provided by Signature Ltd. For details and ordering contact 0121 520 1916 or visit www.signatureltd.com/trafficbollards/trueflex-bollard/. Please note alternative bollard type may be requested by Wiltshire County Council Highways prior to Technical Approval.
- Signing designed using PDS Sign software. Please note post and foundations are an indicative guide only and should be checked by structural engineer and/or Wiltshire County Council Highways.
 - TSRGD 7014 NEW ROAD LAY OUT AHEAD required on each existing approach. Exact location to be signed on site & signs temporary for 3 months. To be bolted to existing street furniture if available and agreed with OCC Supervising Engineer.
 - Existing White Lining to be hydroblasted or fine milled for removal, no burning is permitted within the highway.

PRELIMINARY

Please note while these drawings may be used to discharge planning conditions, drawings are subject to client approval as part of ongoing consultations and design. Amendments may therefore be required.

Client	Hayfield Homes		
Project	Great Bourton		
Title	Traffic Calming Relocation Plan		
Drawn			
Drawn	CIVIL, STRUCTURAL & ARCHITECTURAL DESIGN SERVICES 10-11 Birmingham Street, Hatfield, West Midlands AL9 3JH Tel: 01582 881100 Fax: 01582 881101 E-mail: mail@bannersgate.com		
Scale	A1 @ 1:500	Drawn	LH
Date	October 2017	Checked	
File	16065/dwg/civil/current	Drawing	16065/411 - T1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - I have visited the location and note the calming and relocation which will temper entry speeds to the 30 and exit into the proposed 50 towards the A423. The village was subject to assigned limit as part of the OCC speed review some years ago and this amendment is solely adding where development is planned.
(2) Local County Councillor (Wroxton and Hook Norton)	Object - I understand Bourton Parish Council have written objecting to the proposed order. Having read their email I fully support their concerns and objections. A site visit where all aspects can be discussed would be a sensible way forward and I hope the officers can agree with this request.
(3) Bourton Parish Council	Object - strong objection to the proposals as described. The Council recognises the need for change in both the speed limit boundary and traffic calming but does not feel that the proposed changes take due account of the local situation, nor address the problems experienced by the village with speeding vehicles proceeding towards Cropredy from the Southam Road. The Council feels most strongly that the changes required by the new housing development at Garners Field presents a clear opportunity to design a new scheme that will considerably improve the situation and improve safety for drivers and villagers alike. The Council notes that you have received a considerable number of individual letters of objection from residents and these identify the problems with the proposed solution.
(4) Cropredy Parish Council	Object – likelihood of congestion at peak times due to traffic queuing to leave village, insufficient space between proposed stop-line & A423 junction, moving the calming will create a long stretch which could result in speeding, and potential for accidents due to confusions caused by relocated traffic calming.
(5) Local Resident, (Great Bourton)	Object - The proposed siting nearer to the A361 is an accident waiting to happen, and it seems clear to me that that no member of the planning team has ever had to queue on the Southam road, waiting to turn right into the village with huge lorries passing from both sides, this is a very dangerous situation. The proposal will make this situation far worse as it leaves no room to queue up at the calming build out within the village. The existing build out serves no function in preventing speeding through the village, which occurs lower down near to the Church.
(6) Local Resident, (Swan Lane, Great Bourton)	Object - The construction of the Garners Field development has already caused difficulties. Delivery vehicles entering the site have caused cars to fill the entire entrance to the village and other vehicles have been stranded in the middle of Southam road, on one occasion we were the fourth vehicle in the Southam road queue with vehicles behind braking sharply to avoid collisions. The traffic calming will be totally ineffective as the advance stop line will be only 45metres from the three-way junction. Traffic coming into the village from Cropredy will be able to accelerate from the church to the Southam junction. The school buses that come into the village drop off and pick up opposite The Bell public house.

	<p>The Garners Field development will undoubtedly create more vehicles, the forty odd houses as a minimum will generate the same number of cars. The proposal to use the Community Hall as a venue to attract outside events will further add pressure with more people coming into the village using their own cars as we do not have public transport.</p> <p>The current traffic calming works well and is not broken. It is all too easy to believe that this proposal is for the benefit of the residents of Garners Field at the expense of the existing communities of Great Bourton, Cropredy and beyond, plus the people who use the route as a short cut from the Daventry road. We recall that we were promised a bus stop on the Southam road and the construction of a traffic island on the same road, what has happened to these commitments?</p> <p>One other factor which appears to have been overlooked is the active caravan park which has its main entrance adjacent to the current traffic calming. This works well with the minimum of interruption for vehicles turning into the park. If your proposal goes ahead traffic will be held up twice, once by the proposed resiting and secondly by vehicles turning into the park, creating more congestion and tailbacks on the Southam road. We assume that you do not intend to change the current speed limit of 30mph to accommodate your proposal. Road safety is of paramount importance to us all and God forbid that your proposal succeeds and is followed by a series of accidents at the entrance to the village from Southam road during the rush hour or a car being stranded in the lane of traffic heading to Banbury because of cars backed up from the new traffic calming. Please do not put people at risk.</p>
<p>(7) Local Resident, (Great Bourton)</p>	<p>Neither - We use this route on a regular basis and are all too aware of the traffic which can build up at the above junction at peak periods. We also have buses to and from Cropredy school and many parents who bring their children to school by car. An even bigger problem can arise due to the caravan park (opposite the Garners Field development) which obviously attracts longer vehicles and some particularly 'busy days' when rallies are arranged. There is a strong risk that at times traffic leaving the A423 may be unable to turn into Great Bourton due to queues waiting to cross the 'build out'. This of course could cause a serious accident, especially for those who have started to turn and then discover that they were unable to fully leave the main road.</p>
<p>(8) Local Resident, (Manor Close, Great Bourton)</p>	<p><u>30mph Speed Limit</u> – No objection. <u>50mph Speed Limit</u> – No objection. <u>Traffic Calming</u> – Object - moving the build out will not be an effective traffic calming measure, rather it will become a congestion point and traffic hazard due to the proximity to the A423 Southam Road junction and other accesses, and the build out in the proposed new position will be ineffective as a traffic calming measure because the build out is so close to the Southam Road meaning that there will be a longer section of road after the build out allowing vehicles to go faster than they currently do, allowing speeds to actually increase through the village, not decrease.</p>

<p>(9) Local Resident, (Manor Close, Great Bourton)</p>	<p>Object – the relocated build out will constitute a significant hazard and create a congestion point at this new 3-way junction. Whilst understanding the principle of traffic calming in the village, our objection is to the re-location of the build-out to the re-sited 30mph limit. We believe that the close proximity of the 30mph limit to the Southam Road makes it unlikely that vehicles will exceed 30mph at this point. It is more likely that speeding will occur in the built-up area due to there being a long section of road in the village after the build-out. A further concern is the potential that the re-siting could cause congestion and the potential for accidents. Bearing in mind the close proximity to the campsite entrance, towed vehicles and others could find themselves having to wait longer on the Southam Road, in both directions, (a scene of numerous accidents in the past) as there will be insufficient space for vehicles entering the village to queue behind the build-out. The proposed build-out is very close to the new access into Garners Field and given that the estate road has been deliberately designed to be narrow, vehicles entering or leaving Garners Field could also create congestion and confusion over right of way around the build-out.</p>
<p>(10) Local Resident, (The Green, Great Bourton)</p>	<p><u>30mph Speed Limit</u> – Support – consider it would be preferable for this to be at the junction with the A423. <u>Traffic Calming</u> – Object - The proposal regarding relocation of the traffic calming goes in the wrong direction. To move it further West to near the access to the new housing development would cause congestion. More importantly, its location is already too far to the West to fulfil its purpose of reducing the speed of traffic through the village. As it is, vehicles travelling in an Easterly direction have time and distance to pick up speed as they go down the hill through the village towards Cropredy. It should be moved further East, to somewhere near the Bell Inn or Church tower but at the same time consideration should be given as to whether it is the most effective form of traffic calming as opposed to the type of sign which lights up to warn drivers that their speed is excessive.</p>
<p>(11) Local Resident, (Great Bourton)</p>	<p>Object - the proposed move of the chicane at the top of Main St to only 45 meters from the Southam Rd turn-off into the village. This will create unnecessary queuing at busy times on the small length of filter road on the Southam Rd where traffic waits to turn right, exacerbated if there is also a queue on Main St before the chicane. Quite frequently there are cars towing caravans queuing at this part of Main St waiting to enter Barnstones Campsite, leaving little room for any following traffic. Also, there seems little point in a "traffic calming" measure so early after the turn-off from the Southam Rd when traffic is in any case travelling slowly. It would be much more effective to remove the chicane completely and install a speed-detecting/warning panel on a lamp post further down Main St, beyond the Garners Field development junction, as this is the most likely area that motorists will be accelerating and possibly driving more than 30 mph.</p>
<p>(12) Local Resident, (Manor Close, Great Bourton)</p>	<p><u>30mph Speed Limit</u> – No objection. <u>Traffic Calming</u> – Object - The motorists already build up speed when they are past the calming measure and the speed that many vehicles go through the centre of the village is horrendous. We have in the past sent several letters about this to the parish council. We live on Main Street opposite The Green in the centre of the village and witness daily speeding vehicles and “near misses”. A survey was done on this about a year ago and we were told by the person collecting the data that this showed a majority of vehicles doing a speed of over 40 mph, one showed at a</p>

	<p>speed of 70 mph. May we suggest that if a new calming measure is made nearer the A423 junction then either leave the current one or do another one as well nearer the centre of the village. Ideally, the centre of the village needs to be reduced to a 20 mph limit as it is very difficult now getting out of our drive especially when the vision is nearly always blocked by parked cars. I know several of our neighbours also have the same problem getting in and out of the neighbouring roads. A concern also must be shown for the children crossing Main Street when they are getting on and off the school buses.</p>
<p>(13) Local Resident, (Great Bourton)</p>	<p>Object - We are submitting our objections to the proposed relocation of the traffic calm build out on the entrance to Great Bourton village from the A423 Southam Road. By moving this closer to the junction the advance stop line will be just 45 metres from the extremely busy Southam Road junction.</p> <p>The main street in Great Bourton is already a rat run by drivers leaving the A361 & driving via Williamscothe, Cropredy and Great Bourton to Hanwell to avoid the traffic queues on Hennef Way and Ruscothe Avenue in Banbury and also returning. A third of pupils attending Cropredy school are from Banbury and with no school bus they have to be driven by parents thus creating many more vehicle movements through our village. Also large caravans frequently use the A423 junction to enter the caravan site close by.</p> <p>The current right turning lane into Great Bourton on Southam Road only allows two vehicles at any one time into it and if the traffic calming is moved closer to the junction vehicles will be backing up trying to enter the village as vehicles in front are queued up having to give way to traffic coming up the village. Any vehicles coming from the North wanting to turn left into Great Bourton will have the same trouble and could cause vehicles behind to back up on this fast road as they cannot overtake and this could also be very dangerous.</p> <p>We therefore object strongly to moving the existing traffic calming build out any closer to the Southam Road as it will create a very dangerous junction and will be an accident waiting to happen. The build out would also be totally ineffective as a form of traffic calming for vehicles travelling down Main street Great Bourton as it would be far too close to the junction.</p>
<p>(14) Local Resident, (Manor Close, Great Bourton)</p>	<p><u>30mph Speed Limit</u> – Support – It makes sense to have a 30mph speed limit throughout the village and its environs. However, it should start at the junction, not 50 yards in.</p> <p><u>50mph Speed Limit</u> – Object – What is the point of a 50mph speed limit for the few yards from the Southam Road to the new traffic calming. Surely it makes sense to put the speed limit at the junction?</p> <p>Remove the 50mph limit, remove the misplaced traffic calming, and allow the traffic to flow naturally on what will, at peak times, become a very busy piece of road.</p> <p><u>Traffic Calming</u> – Object – One of the selling points of the plans for the new development was that the existing chicane would be removed and a more traffic friendly calming method would be introduced. Just moving the existing one is hardly achieving that. The positioning of the proposed chicane is far too close to the junction with the Southam Road, and will inevitably create queues on the Southam road at peak times. Additionally there is an access from the development's new Community Hall about a further 50 yards into the village, together with an access to the caravan park on the other side of the road. It would seem that the proposed traffic calming will cause more confusion with traffic</p>

	<p>being held back at the various exit/entrances by queues within the village. If the only option is the chicane in its new position it should be removed completely to allow the traffic to flow naturally on what will, at peak times, become a very busy piece of road.</p>
<p>(15) Local Resident, (Church Close, Great Bourton)</p>	<p><u>30mph Speed Limit</u> – Object – This proposal disregards the safety of traffic entering the village from Southam Road. We find this difficult to understand the thinking behind this plan as it has already been shown that traffic entering main st has been blocked from doing so because of traffic queueing at the existing traffic calming measure sited in its present location. Have the District Council considered removing the present calming measure and introduce a flashing 30, preferably 20 mph sign. The present arrangement does not stop vehicles racing down the hill or up it for that matter to and from Cropredy. We sincerely hope that the Council reconsider this proposal in light of the increasing amount of all types of vehicles using a narrow village road and the added number caused by 40 plus new homes and community hall, which the villagers do not want and which will predominately be used by folk from outside the village.</p> <p><u>50mph Speed Limit</u> – Object – The siting of a 50 mph speed limit on Main Street will encourage motorists to race through the village all the way down to Cropredy. The 30mph or 20mph sign should be at the top of Main Street as traffic enters from Southam Road.</p> <p><u>Traffic Calming</u> – Object – This proposal is unacceptable as previously stated</p>
<p>(16) Local Resident, (Main Street, Great Bourton)</p>	<p><u>30mph Speed Limit</u> – Neither – No problem with the speed limits change.</p> <p><u>50mph Speed Limit</u> – Neither – No problem with the speed limits change.</p> <p><u>Traffic Calming</u> – Object – Moving the traffic calming further out of the village will do nothing to the reduce speed of traffic through the village itself as the current set up does nothing in the village at present, the poor parking on the road whilst driveways remain empty is the only effective method to calm traffic through the village that is working. I am extremely concerned that moving the measures nearer to the junction with the Southam Road will only cause traffic to back up onto the Southam Road and a fatal accident will be inevitable.</p>
<p>(17) Online response (unknown)</p>	<p><u>30mph Speed Limit</u> – Object – Is a stop line 50 metres from the main road junction going to be effective in slowing traffic entering the village, given that it has had to turn into main street from the Southam Road? Moving the stop line 79 metres westwards will mean a much longer stretch of road through the village for cars to speed up, potentially increasing traffic speeds The likelihood of congestion at peak times due to queuing traffic leaving the village blocking the way into the village There is insufficient space between the main road and the stop line, especially for long vehicles such as school buses and car towing caravans, potentially causing traffic to queue on the Southam Road The build out is right next to the new turn into Garners Field, making entry and exit from that road difficult and a potential for confusion over right of way. For example, do vehicles exiting Garners Field turning right have priority over those entering the village?</p> <p><u>50mph Speed Limit</u> – Object – As above.</p> <p><u>Traffic Calming</u> – Object – As above.</p>

(18) Local Resident, (Manor Close, Great Bourton)	<p><u>30mph Speed Limit</u> – Support – Support the longer 30MPH however not the placement of the Calming (as per comment on question 3)</p> <p><u>50mph Speed Limit</u> – Support – I'm happy with this. Should have been done at the same time as the Southam Road.</p> <p><u>Traffic Calming</u> – Object – The move is too close to the main road which will not allow for space for vehicles coming into the village to safely wait to give way to oncoming traffic, which I feel could cause a bottleneck and force vehicles to wait longer on the Southam Road when turning in from either direction. This would also not give a clear understanding to road users as to whom has the right of way, with 5 directions being within a short area.</p>
(19) Local Resident, (Crow Lane, Great Bourton)	<p><u>30mph Speed Limit</u> – Support – Would prefer 20 but you don't support that I think.</p> <p><u>50mph Speed Limit</u> – Object – Lower limit should apply right up to the junction. Why on earth encourage people to accelerate just before a junction (or in between leaving the main road and entering the built-up area almost immediately)?</p> <p><u>Traffic Calming</u> – Object – The proposed location is too close to the junction with the Southam Road, and will generate congestion - which you already see at this junction at busy times, and which will be exacerbated by the additional cars when the new homes are occupied. Creating a tailback on the main road is a dangerous thing to do. It is also awkwardly sited in relation to the entry to the new homes.</p> <p>By moving it closer to the main road it is also likely to encourage drivers to accelerate after driving through it - just as they enter the village. It is difficult for me to understand how anybody who has driven this road and stood at this junction watching the traffic, could think this is a good solution. It would be better to impose the speed limit on the entire stretch and do without the traffic calming feature altogether.</p>
(20) Local Resident, (Crow Lane, Great Bourton)	<p><u>30mph Speed Limit</u> – Support – Notwithstanding the other elements of the overall proposal, it is eminently sensible to change the NSL to 30 mph at this section. In any case, there is no sustainable reason to retain the NSL, given this short section fits between the A423 Southam Rd at 50 mph and Main St at 30mph.</p> <p><u>50mph Speed Limit</u> – Support – In the absence of implementing a 30mph speed limit instead, this proposed 50 mph is an improvement on the current NSL which is an anomaly given this short section fits between the A423 Southam Rd at 50 mph and Main St at 30mph.</p> <p><u>Traffic Calming</u> – Object – The movement of the Traffic Calming Measure westward will lead to an increased hazard to traffic backing up in Main St from the A423 turn off and potentially causing obstruction on the A423 itself with traffic turning in from the left. Also, there is the increase in hazard of traffic obstruction with traffic turning right from the A423 into Great Bourton. Traffic exiting Gt Bourton will increase because of the new development and to an extent will compound the queuing of traffic entering Gt Bourton and backing up on the A423. Existing traffic, including HGVs, on the A423 is fairly frequent so safety is an extremely important factor.</p>
(21) Local Resident, (Crow Lane, Great Bourton)	<p><u>30mph Speed Limit</u> – Support – Safe.</p> <p><u>50mph Speed Limit</u> – Support – Safe as consistent with speed limit on A423.</p> <p><u>Traffic Calming</u> – Object – Feel this will jeopardise the safety of traffic turning into Great Bourton off the A423 and the</p>

	<p>prospect of traffic queuing to give way at the calming junction. This would be safer if priority was changed in favour of traffic entering the village.</p>
--	--

Division(s): Banbury Ruscote

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

BANBURY: EDINBURGH WAY – PROPOSED TRAFFIC CALMING MEASURES

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to provide traffic calming measures on Edinburgh Way Banbury, comprising seven pairs of speed cushions spaced at approximately 70 metre intervals.

Background

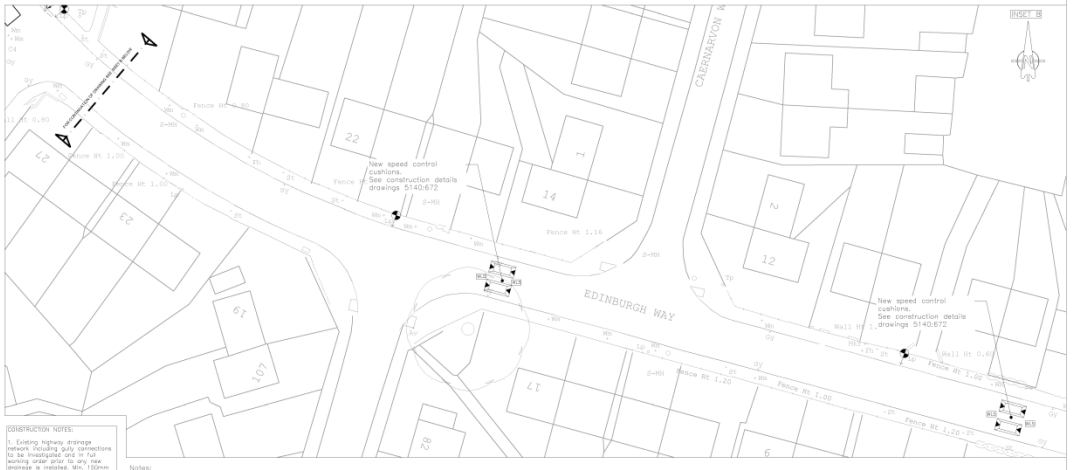
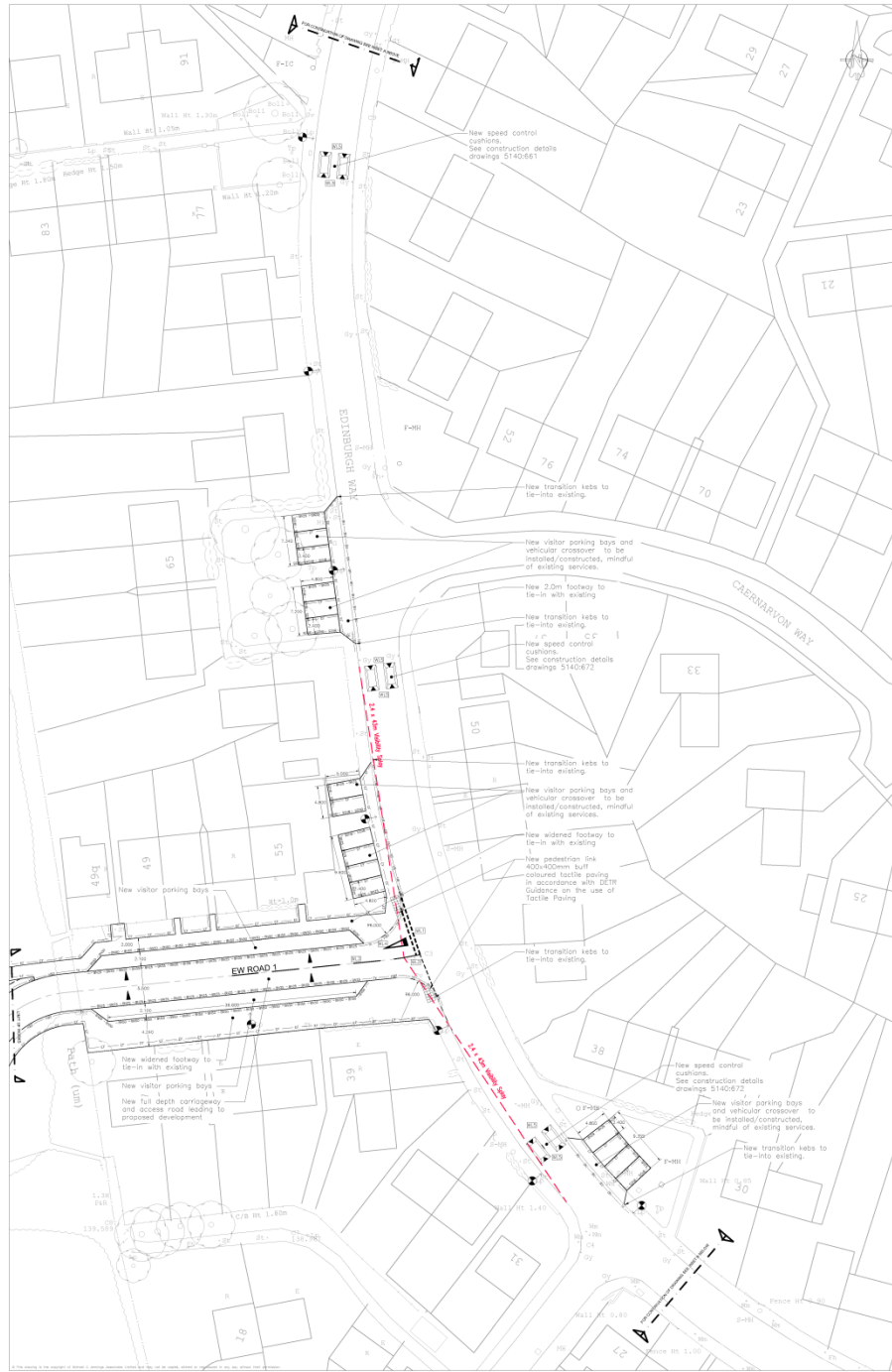
2. The above proposals have been put forward as part of wider works associated with new residential development to the west of Edinburgh Way. A plan showing the proposals is provided at Annex 1.

Consultation

3. The formal consultation on the proposal was carried out between 7 December 2017 and 12 January 2018. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Cherwell District Council, Banbury Town Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed crossing location. Letters were also sent to approximately 110 premises in the vicinity of the proposals.
4. Seven responses were received. Thames Valley Police and Banbury Town Council did not object and there were two expressions of support – one from the local member and one from a resident. There were three objections from residents. The responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

5. The responses from Thames Valley Police and Banbury Town Council are noted.
6. County Councillor Mark Cherry, the local member, expressed support for the scheme with the proviso that speed cushions should not be constructed in front of driveways. It is understood that none of the proposed cushions are so sited but this will be checked and minor adjustments to their siting made



CONSTRUCTION NOTES

- Existing highway drainage channels including gully connections to be investigated and if not meeting criteria prior to any new drainage installation. Min. 150mm gully connections to be installed.
- Any existing services correctly shown the proposed layout and ensure lowering/entering or diverting to the satisfaction of the authority prior to any construction work.
- All new drainage in highway to be 600mm standard.
- All road markings to be removed by water blasting and new lines to be applied in line with traffic regulations order.
- Lighting levels on Edinburgh Way to be maintained during works.
- Any gullies or gully connections found damaged prior to starting works to be replaced.

- Notes**
- Do not scale from this drawing.
 - All dimensions in metres.
 - Survey levels and grid based on AOD datum around 2025 & 2020. All measurements to reference datum and grid is the contractor survey control grid.
 - This drawing to be used in conjunction with all other relevant drawings.
 - Any discrepancies with any of the drawings shall be reported to the Contracting Engineer.
 - Survey levels and grid based on AOD datum around 2025 & 2020. All measurements to reference datum and grid is the contractor survey control grid.
 - The start and location of all existing services shall be verified on site by the Contractor before commencing any construction work.
 - Contractor must comply with all current legislation relating to CDM, Health and Safety and CDM.
 - All traffic signs and road markings are to be in accordance with the Traffic Signs Regulations and General Directions 2016.

Code	Material	Quantity	Unit	Description
E602	— H&E	125x255	half	bordered precast concrete kerb
BH50	—	50mm Face, 255 x 150mm		bulbosed kerb
BH25	—	25mm Face, 255 x 150mm		bulbosed kerb
BH	—	Flush Face, 125 x 150mm		kerb, flush face for crossings on radius
TK	—	125x225mm precast concrete		dropper kerb
EF	—	50 x 150 EF		edging

Existing Street Lighting
 GCL Lighting Awaiting final lighting design.

ALL WORKS TO BE COMPLETED IN ACCORDANCE WITH THE SURVEILLANCE SCHEDULE AND THE CONTRACT DOCUMENTS.

FOR APPROVAL

REV. NO.	DATE	DESCRIPTION
1		

WHITE LIVING SCHEDULE

TYPE	NO.	DATE	DESCRIPTION
MEET	1	15/01/2025	Site Meeting
MEET	2	20/01/2025	Site Meeting
MEET	3	25/01/2025	Site Meeting
MEET	4	30/01/2025	Site Meeting
MEET	5	05/02/2025	Site Meeting
MEET	6	10/02/2025	Site Meeting
MEET	7	15/02/2025	Site Meeting
MEET	8	20/02/2025	Site Meeting
MEET	9	25/02/2025	Site Meeting
MEET	10	30/02/2025	Site Meeting

Project: Bretch Hill, Banbury, Oxfordshire
 New Section 27B, Edinburgh Way, General Arrangement

Scale: 1:250 (B&A)
 Date: Jun '17
 Drawing No: 5140:662 P1

MJA CONSULTING
 CIVIL AND STRUCTURAL ENGINEERS
 86-87 Oak Road, Abingdon, Oxfordshire, OX14 3EF
 Tel: 01235 699773
 Fax: 01235 633238

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Banbury Town Council	No objection.
(3) Local County Councillor, (Banbury Ruscote)	Support - With one observation that cushions are not installed in front of any drive that has a dropped kerb drive.
(4) Local Resident, (Edinburgh Way, Banbury)	Support - This is very much needed.
(5) Local Resident, (Edinburgh Way, Banbury)	Object - With the number of parked vehicles along the road, there is no real issue with speeding vehicles along this road. I would suggest that money provided to the council should be used to correctly fix potholes on the roads throughout the area before even considering building useless and unnecessary "Traffic calming measures".
(6) Local Resident, (Edinburgh Way, Banbury)	Object - It is sometimes hard enough getting up and down Edinburgh Way with all of the parked cars, which in themselves act as speed restricters so, in my opinion, the money would be better spent repairing roads correctly (not just putting little patches of tarmac and gravel which make the potholes even bigger when they break up)
(7) Local Resident, (Edinburgh Way, Banbury)	Object - I have lived at my address for 10 years and in that time have never witnessed speeding problems on this road. I feel speed bumps on Edinburgh Way are totally unnecessary and would serve no purpose other than causing more damage to cars, in addition to the damage caused by the poor state of the roads. There are far more important issues with the roads in the area which the money should be put towards.

Division(s): Otmoor

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

BICESTER/ AMBROSDEN - PROPOSED 40MPH SPEED LIMIT IN VICINITY OF THE A41 RODNEY HOUSE / GRAVEN HILL ROUNDABOUT

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce a 40mph speed limit on the A41 in the vicinity of its roundabout junction with the A4421 and B4100 at Ambrosden and Bicester as part of the signalisation of this junction.

Background

2. The above proposals as shown at Annex 1 have been put forward in conjunction with the signalisation of the above roundabout as part of the development of adjacent land for housing and as a result of a technical assessment of the desirable speed limit to help ensure that the junction operates with good levels of safety taking account of the site constraints.

Consultation

3. Formal consultation on the proposal was carried out between 22 December 2017 and 26 January 2018. A public notice was placed in the Bicester Advertiser and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Cherwell District Council, Bicester Town Council, Ambrosden Parish Council and the local County Councillor.
4. Two responses were received. No objection from Thames Valley Police and an objection from the local county councillor on the grounds that the proposed 40mph speed limit would not add to the safety of the junction and also based on experience of the operation of the other signalled junctions on the A41 in the Bicester area where a 40mph speed limit applies. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objection and other comments

5. The response of Thames Valley Police is noted.

6. While the objection of the local member is noted, it should be stressed that the need for a lower limit has been identified as part of a technical safety assessment of the specific junction layout.
7. The limited extent of the proposal will ensure that additional journey times for traffic as a consequence of the lower limit will be minimal.
8. The comment that a 40mph speed limit is not required on the A41 immediately south of Bicester is also noted. It is though considered that the frequent junctions to accommodate traffic movements in this area of rapid commercial and residential development do point to the limit being required for safety reasons, with the additional benefit of lower levels of noise for the occupants of nearby houses and other premises.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

10. Funding for the proposed speed limit has been provided by the developers of land adjacent to the proposal.

RECOMMENDATION

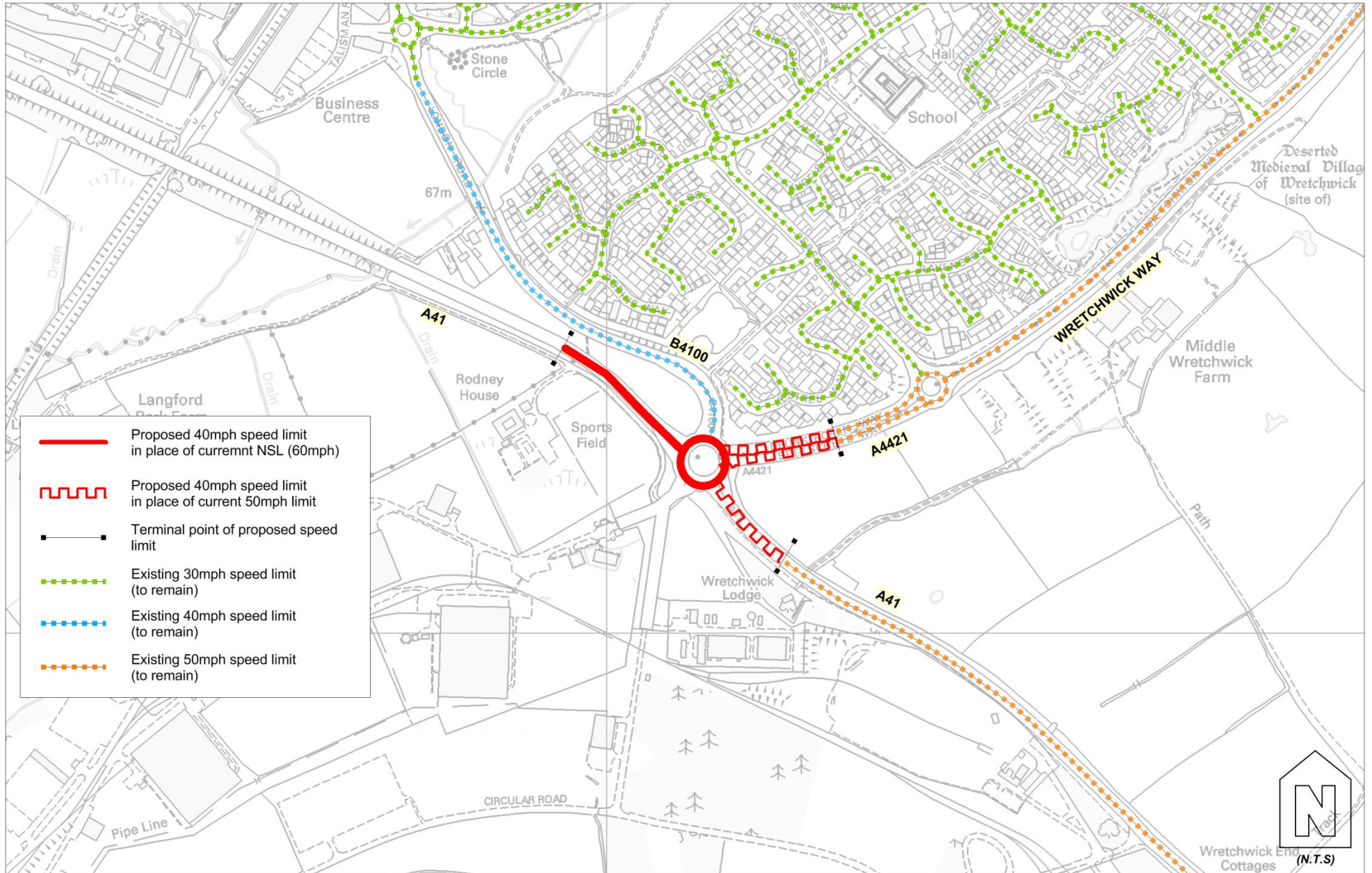
11. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to introduce a 40mph speed limit on the A41 in the vicinity of its roundabout junction with the A4421 and B4100 at Ambrosden and Bicester as part of the signalisation of this junction as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed 40mph speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

February 2018



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Local County Councillor (Otmoor Division)	Object - As County and District Councillor for this area I do not believe that a reduction in the speed limit is necessary along these stretches of road. Given my experience of the A41 between the Esso Roundabout and the Vendee Drive Roundabout where a similar speed limit has been introduced a similar limit here is not necessary and would not make the stretch of road any safer than it currently is.

Division(s): Kidlington South

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

GOSFORD AND WATER EATON: WATER EATON LANE – PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce waiting restrictions comprising a length of double yellow lines - 'no waiting at any time' - on both sides of the road within 25 metres of its junction with Bicester Road, and single yellow lines (with waiting prohibited Monday to Friday 9am to 5pm) also on both sides of the road for a further 355 metres southwards.

Background

2. The above proposals as shown at Annex 1 have been put forward at the request of Gosford and Water Eaton Parish Council to address concerns over the use of the road for commuter parking.

Consultation

3. Formal consultation on the proposal was carried out between 16 November and 15 December 2017. A public notice was placed in the Oxford Times and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Cherwell District Council, Gosford and Water Eaton Parish Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed crossing location and letters sent directly to approximately 100 properties in the immediate vicinity of the proposals.
4. Seven responses were received. No objection from Thames Valley Police and five responses from members of the public (four of which were from local residents) all of which expressed objections to the proposals, although one response expressed no objection specifically in relation to the proposed double yellow lines in the vicinity of the Bicester Road junction. The grounds for objection were that the relatively small number of vehicles parking on the road were very largely visitors to, or contractors etc. working for, residents, rather than parking by commuters. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

5. The response of Thames Valley Police is noted.
6. The objections received from members of the public on the grounds of the lack of need for the restrictions are noted. While no formal parking surveys have been carried out, site observations made in the course of this project indicated very little parking taking place, including at times when use by commuters could be anticipated. In view of this, it is suggested that while the proposed no waiting at any time restriction in the vicinity of the Bicester Road junction is appropriate on traffic safety grounds and in order to facilitate the efficient operation of the signalled junction there does not appear to be, at present, a sufficiently strong case for progressing the proposed prohibition of waiting Monday to Friday 9am to 5pm as advertised.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

8. Funding for the proposed measures has been provided by Gosford and Water Eaton Parish Council.

RECOMMENDATION

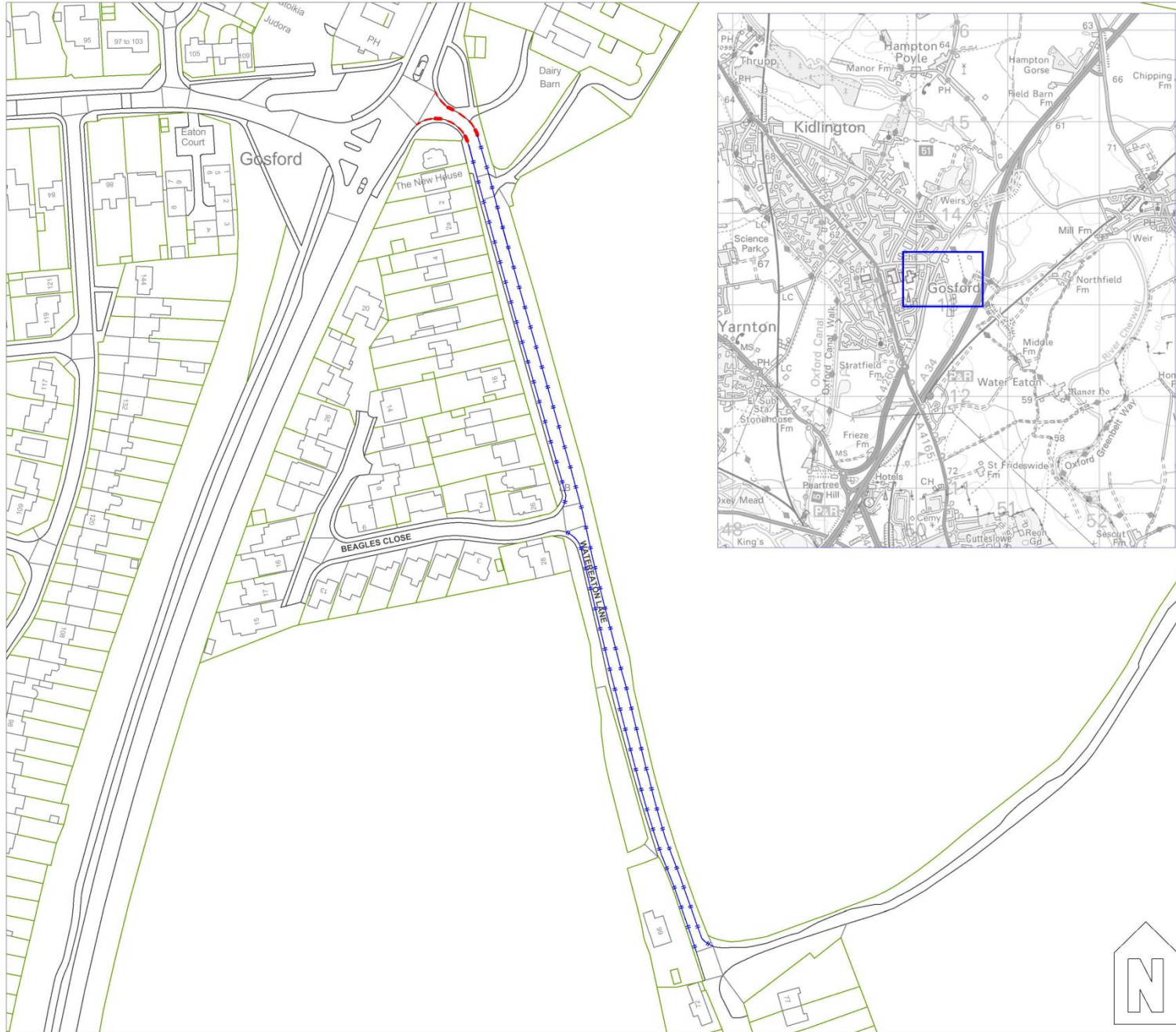
9. **The Cabinet Member for the Environment is RECOMMENDED to:**
 - a) **approve the proposed double yellow lines (no waiting at any time) restrictions on Water Eaton Lane in the vicinity of the junction with Bicester Road;**
 - b) **not to approve the proposed single yellow lines (waiting prohibited Monday to Friday 9am to 5pm) further to the south on Water Eaton Lane.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

February 2018



Drawing No. Revision 2

- - - - Proposed extents of 'No Waiting at any Time' parking restriction (Double Yellow Lines) approx. 25m in length on both sides
- = = = = Proposed extents of 'No Waiting Mon-Fri, 9am to 5pm' parking restriction (Single Yellow Lines) approx. 350m in length on both sides

Site Location

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Chris McCarthy (Interim Director)
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: (0345 310 1111)

CONSULTATION PLAN

**WATER EATON LANE (GOSFORD)
PROPOSED TRAFFIC
REGULATION ORDER**

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM	ADK	
Date drawn:	Date checked:	Date approved:
26/07/2017	26/07/2017	



Drawing No. Revision 2

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Local Resident, (Water Eaton Lane, Gosford)	<p><u>Double-yellow lines</u> – Object – Traffic flow can be maintained with parking restrictions on one side of Water Eaton Lane only, not both sides. The restrictions can be implemented on the East side of the road allowing for vehicles to pass cars parked on the other side of the road nearest to the houses.</p> <p><u>Single-yellow lines</u> – Object – As above.</p>
(3) Local Resident, (Water Eaton Lane, Gosford)	<p><u>Double-yellow lines</u> – Object – I live close to the junction with Bicester Road where the supposed problem is worse. I often work from home and my home office is in the front room with the desk facing the road so i get to notice the traffic on the road.</p> <p>I must admit that I am NOT aware of any parking issues on the road. Occasionally there are cars parked on the street but I have never seen any congestion.</p> <p>The only time that I have experienced issues is with extra wide farm traffic and when the heavy plant was using the road during construction of oxford parkway station.</p> <p>I urge you to research this situation further before investing resources into solving a problem that does not exist."</p> <p><u>Single-yellow lines</u> – Object – As above.</p>
(4) Online response, (unknown)	<p><u>Double-yellow lines</u> – Object – It is completely unnecessary. There is never an issue with cars parked outside our house. Any cars that do park there are only for a few hours and are never a concern.</p> <p>People are NOT using this street to park in for the railway or Edward Field School. I strongly object.</p>

	<p><u>Single-yellow lines</u> – Object – As above, it is not necessary; however this is the lesser of the two evils.</p>
<p>(5) Local Resident, (Gosford)</p>	<p><u>Double-yellow lines</u> – No objection.</p> <p><u>Single-yellow lines</u> – No objection – will not help solve the current problems with parking. Most of the vehicles that park during the day are usually tradesmen, service engineers or visitors. Where will my visitors park? We do get the odd car that parks and leaves it for a few hours but I think that drivers realise that we get a lot of large farm vehicles up and down the lane, who drive rather too fast and this has stopped drivers leaving vehicles all day, as they have been damaged in the past.</p> <p>One problem that the suggested parking restrictions will not solve is that since October someone parks a large works van every night, from around 4.30, with two wheels on the footpath and facing the oncoming traffic. When it is parked on Friday evening it rarely moves until Monday morning causing problems for mothers with pushchairs who have to go off the footpath and onto the road then back on to the path. There are also two blind gentlemen who use the footpath and this must cause them problems.</p> <p>As yellow lines won't deal with inconsiderate drivers and we have little problems during the day I think the Council could save some money and forget yellow lines.</p>
<p>(6) Local Resident, (Water Eaton Lane, Gosford)</p>	<p>Object - As a resident on Water Eaton Lane I still do not see any benefit from double yellow lines.</p> <p>The only benefit would be for construction site vehicles again (proposed housing development), as it was when we had traffic for the construction of the Railway Station. It was noisy, dirty and dangerous for any other road or pavement users, double yellow lines does not help this.</p> <p>The problem is with the speed of vehicles driving down the Lane. The speed limit of 40mph on such a short lane is dangerous and excessive. Either this should be reduced and monitored which is unlikely, or traffic calming measures need to be in place.</p> <p>I appreciate I have already made these observations after receiving the first proposal back in March.</p>

Division(s): Witney South & Central

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

WITNEY: MARKET SQUARE – PROPOSED EXTENSION OF BUS STOPS AND RELOCATION OF TRAFFIC CALMING BUILD OUT AND FLAT TOP ROAD HUMP

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to extend bus stop provision on the west side of Market Square in Witney and, to accommodate this, move the existing traffic calming feature (a flat top road hump with a kerb build out) northwards and also to amend the current parking restrictions on the west side of the road by introducing 'No Waiting at Any Time' (double-yellow lines) in place of the existing time limited restrictions.

Background

2. The above proposals have been put forward as part of a scheme within the National Productivity Investment Fund. A plan showing the proposals is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 14 December 2017 and 19 January 2018. A public notice was placed in the Witney Gazette and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, West Oxfordshire District Council, Witney Town Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed crossing location. Letters were sent directly to approximately 40 properties in the immediate vicinity of the proposals.
4. Five responses were received. Thames Valley Police did not object and Witney Town Council have supported. Three objections were received from members of the public citing concerns over loss of parking, blocking of a vehicle access from the Blue Boar, an adverse impact on the street market and broader concerns on the adverse impact on the visual amenity of the historic centre of Witney. A technical issue was also raised in respect of the kerb heights on the west side of the road in the vicinity of the relocated build-out and raised informal crossing point. One response cited concerns over the safety of the latter and expressed a strong preference for the provision of a formal pedestrian crossing.

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

Response to objections and other comments

6. The responses from Thames Valley Police and Witney Town Council are noted.
7. In respect of the objections, it is accepted that there will be a small loss of short term parking (two spaces) but this is not considered to materially impact on the overall parking availability here. It is also accepted that when buses are occupying the extended bus stop, vehicles will be unable to use the access to the Blue Boar – the bus operator is, however, aware of this issue and in practice there should still be good opportunity for vehicles to use this access.
8. The objection citing concerns over the safety of the current informal pedestrian crossing is noted, along with the more general comment (although not expressed specifically as an objection) that a zebra crossing would be preferable, in particular, to assist traffic movements. Monitoring of the existing informal crossing which has been in place since 1991 shows that it has operated with very good levels of safety, and constructing a zebra crossing – although likely to be technically feasible – would lead to a further loss of parking due to the need for ‘zig zag’ markings and would also add to street clutter. It is also possible – although a more detailed assessment would be needed to confirm this – that a zebra crossing would add to, rather than reduce traffic delays here. The design of the new build out and informal crossing takes account of the levels of the footway and carriageway as referred to in one of the responses.
9. The wider concerns expressed over the visual impact of the scheme, its impact on the street market and on deliveries etc. in this area are similarly noted. It is, however, not considered that the scheme will have any material adverse effects with respect to these concerns.

How the Project supports LTP4 Objectives

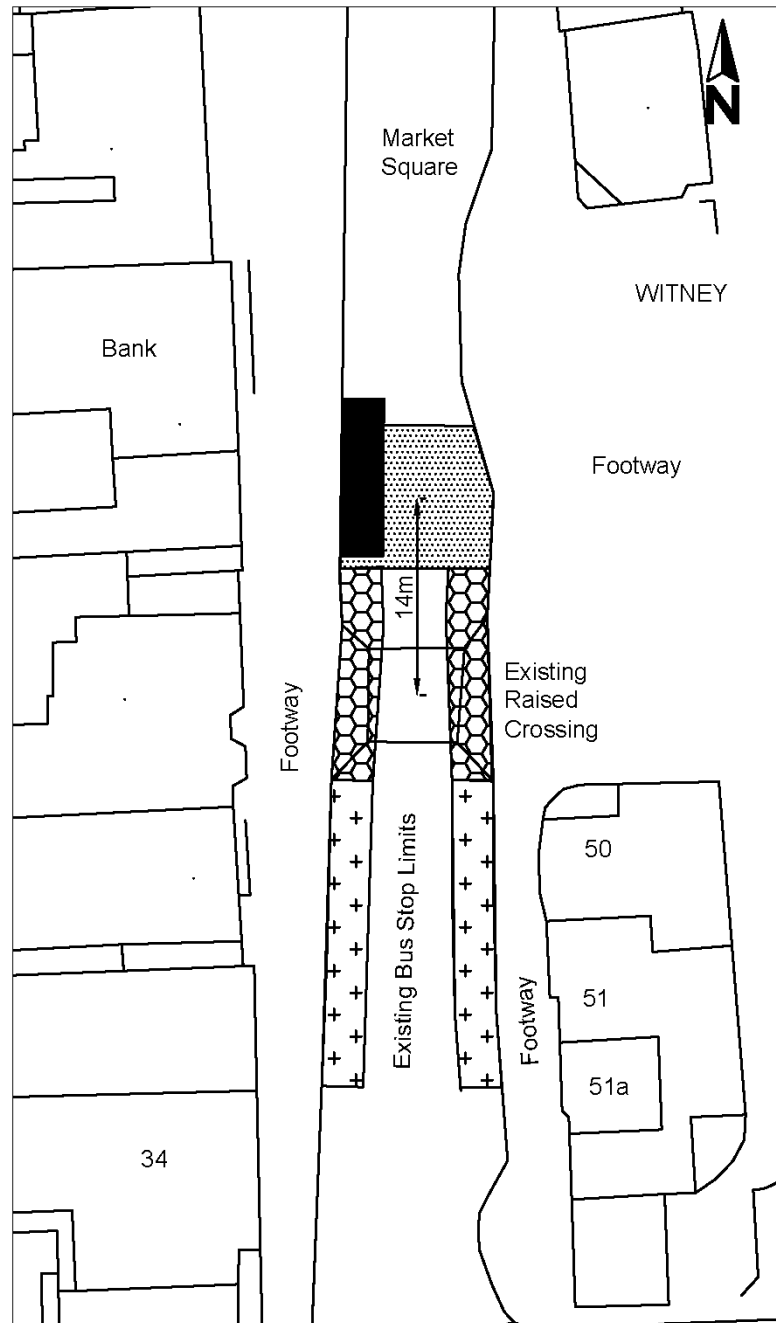
10. The proposals would help facilitate the safe and convenient movement of traffic and, in particular, the bus services serving this part of Witney.

Financial and Staff Implications (including Revenue)


11. Funding for the proposed measures has been provided by National Productivity Investment Fund.


RECOMMENDATION


12. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to extend the bus stop provision on the west side of Market Square in Witney and, to accommodate this, to move the existing traffic calming feature (a flat top road hump with a kerb build out) northwards**




KEY

 Proposed Raised Crossing as existing dimensions.

 Proposed Bus Stop Extension Length = 15m

 Length of existing 30min. waiting parking lost = 11m

Distance from the center of the Proposed Raised Crossing to the center of the junction with Butter Cross is 68m.

Drawing No. 000000/IF/6000/001		Rev		
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Rev.	Date	Purpose of revision	Drawn	Cl
 Owen Jenkins Director for Infrastructure Communities Oxfordshire C County Hall New Road Oxford OX1 1ND Tel: 0845 310				
Project title				
Witney Market Square Proposed Bus Stop Extens				
Drawing title				
Consultation				
Drawing Status				
Consultation				
Scale @ A4	Drawn by	Checked by	Approved	
n.t.s	Date drawn	Date checked	Date app	
Oxfordshire Project No. & File Ref.			12.6.410	
Drawing No.			000000/IF/6000/001	
			Rev	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Witney Town Council	Support - Witney Town Council supports the proposal to move the hump forwards and extend the bus stop.
(3) Local Resident, (Witney Road, Finstock)	<p><u>Traffic Calming</u> – Object – 1) Both these proposals don't appear to make any reference to the current problem of congestion and double-parking on the opposite side of the road, particularly where the market square flares out into the road, opposite the black rectangle in the diagram. Many deliveries are made throughout the day in this area, and when the space in front of the taxi rank is full, delivery drivers pull up partially onto the paving; also the public park illegally to pick up takeaway food etc. I believe these changes will cause further obstruction and a bottle neck particularly where the new space for buses will be located, causing more single file traffic.</p> <p>2)The loss of permissible parking spaces will exacerbate this and could adversely affect businesses trading in the market square</p> <p>3) I believe vehicular access is needed through the arch by The Blue Boar so this would be impossible whenever a bus is occupying the new extended bus stop immediately in front</p> <p>4) Would a change of bus timetables be a more pragmatic and cost-effective solution, to ensure multiple buses aren't fighting for the same stop?</p> <p><u>Parking Restrictions</u> – Object – As above.</p>
(4) Local Resident, (Highworth Place, Witney)	<p><u>Traffic Calming</u> – Object – I would support this measure if the calming feature became a pedestrian crossing, both calming features on high street give pedestrians the impression they have right of way leading to potential accidents as vehicles also don't know whether to stop and give way or carry own. It would be safer all round if the hump became a formal pedestrian crossing as part of the project.</p> <p><u>Parking Restrictions</u> – Support – <i>No comment.</i></p>
(5) Local Resident, (Corn Street, Witney)	Object – 1. The proposed alterations are sited by two of the best known and prominent buildings in Witney. the Blue Boar, and the Corn Exchange. The Blue Boar is a key building in Witney and the last example of the traditional old coaching inn, still surviving in the heart of the town; it enhances the ambience of the Market Place, as does the newly restored Corn Exchange. The proposed extension to the bus stops will destroy the visual environment

by placing one bus stop immediately outside the Blue Boar, and the corresponding extension on the other side of the road positioned opposite the Corn Exchange. On the basis of the damage to the visual environment alone, I think the proposed plans should be withdrawn.

2. The proposed extension blocks the approach to the vehicle access to the Blue Boar, which extends from the Market Place under the archway at the side of the Blue Boar and into Marlborough Lane. It would be very difficult if not impossible for delivery vehicles to make their drop with the new bus stop extension in place.

3. The proposed plan also shows that the present pedestrian crossing will be removed and a new one laid further north down Market Street, but due to the level difference between the footway and carriageway it would not be possible to install a crossing here.

4. The removal of eleven metres of existing short term parking spaces would represent a real loss of an amenity as all the parking spaces along this side of the road are in constant use.

5. The buses will spoil the general atmosphere and visual dimensions of the market, and will curtail deliveries which take place in the precise area of the proposed bus stop extension. The proposed plan to extend the bus stops could well prove to be a serious threat to the continuance of the market.

5. Usually when bus stops are created bus shelters follow: none are marked on the Council plan, but their introduction with the new bus stops would further destroy the immediate visual environment of this vital part of central Witney.

If the pinch points were to be removed and replaced with Zebra crossings, I believe there would be a much improved traffic flow with a more even distribution of buses; pedestrians would gain from the introduction of Zebra crossings, resulting in benefits all round.