



Delegated Decisions by Cabinet Member for Transport Management

Thursday, 25 April 2024 at 10.00 am

Room 2&3 - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on this [Live Stream Link](#).
However, that will not allow you to participate in the meeting.

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 _____ 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

Martin Reeves
Chief Executive

Date Not Specified

Committee Officer: **Democratic Services**
email:committeedemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 23 May 2024

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

See guidance below.

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

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

Requests to speak must be submitted by no later than 9am four working days before the meeting. Requests to speak should be sent to committeesdemocraticservices@oxfordshire.gov.uk.

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

4. Minutes of the Previous Meeting (Pages 1 - 10)

To confirm the minutes of the meeting held on 21 March 2024 to be signed by the Chair as a correct record.

5. Bus Services Contracts Autumn 2024 (Pages 11 - 24)

Cabinet Member: Cabinet Member for Transport Management

Forward Plan Ref: 2024/014

Contact: Dave Harrison, Public Transport Team Leader
(Dave.Harrison@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT5**).

The Cabinet Member is RECOMMENDED to:

- (a) **Approve a procurement process to secure new and continued bus service provision in Didcot, Oxford and West Oxfordshire;**
- (b) **Approve use of surplus ENCTS and LABSG for new contracts as detailed in Annex A; and**
- (c) **Delegate approval of final contract awards, and the use of ENCTS and LABSG on additional services as necessary, to the Director of Transport & Infrastructure.**

6. Road Safety - RAF Barford St John (Pages 25 - 40)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/082

Contact: Matt Archer, Portfolio Manager – Central Programme Delivery
(Matt.Archer@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT6**)

The Cabinet Member is RECOMMENDED to;

- a) **Accept on behalf of the County Council the DfT provided grant of £1.26m**
- b) **Approve the full scope of proposed works as provided in this report.**
- c) **Permit Officers to make reasonable adjustments, inclusions, omissions etc to the package of works as may be considered appropriate/necessary during the scheme's development / delivery.**

7. Blackbird Leys District Centre, Oxford - Proposed Highway Waiting Restrictions and Highway Improvements (Pages 41 - 70)

Cabinet Member: Cabinet Member for Transport Management

Forward Plan Ref: 2024/053

Contact: Julian Richardson, Highway Agreements Engineer
(julian.richardson@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT7**).

The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:

- a) **New 'No Waiting at Any Time' (double yellow lines) parking prohibition on both sides of Blackbird Leys Road,**

- b) Two new 'Tiger' crossings for use by pedestrians & pedal cycles on Blackbird Leys Road,
- c) New 'Zebra' crossing (for use by pedestrians) on Cuddeson Way, and
- d) Sections of new shared & segregated cycle paths along both sides of Blackbird Leys Road.

8. Proposed Permit Parking Zone - Main Road (Access Road), Long Hanborough (Pages 71 - 76)

Cabinet Member: Cabinet Member for Transport Management

Forward Plan Ref: 2024/051

Contact: James Whiting, Parking Schemes and Traffic Orders Team Leader
(James.Whiting@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT8**).

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following as advertised:

- a) Proposed permit bays – Monday to Saturday 8am to 6pm in the Main Road service road between No.228 (Windrush) and No. 222 (Evenlode Cottages) and adjacent to Nos.220a & 220b, and
- b) Replace the existing single yellow lines `No Waiting Monday to Friday 11am-12noon` in the Main Road service road, with Double Yellow Lines (No waiting at any time), except the section of road adjacent to the access of No.220, where an access protection marking (white line) will be provided.

9. Proposed two way cycling - Sheep Street, Bicester (experimental order) 2024 (Pages 77 - 116)

Forward Plan Ref: 2024/070

Contact: Hanai, Faour, Assistant Transport Planner
(Hanai.Faour@oxfordshire.gov.uk), Jacqui Cox, Place Planning North Manager
(Jacqui.Cox@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT9**).

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the introduction of an Experimental Traffic Regulation Order to permit two-way cycling throughout Sheep Street, Bicester and thus temporarily superseding the existing 'no-cycling' order.

10. Proposed shared footway/ cycleways - East Carterton (Pages 117 - 130)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/040

Contact: Julian Richardson, Highway Agreements Engineer,
(julian.richardson@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDTMT10**).

The Cabinet Member for Transport Management is RECOMMENDED to

- a) **Approve the shared-use foot & cycleways on Upavon Way, Carterton Road, Marsh Way/Norton Way, and Brize Norton Road in Carterton as advertised.**

11. Eaton Hastings: A417 - 40mph Speed Limit Proposals (Pages 131 - 136)

Cabinet Member: Cabinet Member for Transport Management

Forward Plan Ref: 2024/028

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT11**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the introduction of a 40mph speed limit on the A417 at Eaton Hastings as advertised.**

12. Little Faringdon: 20 Mph Speed Limit Proposals (Pages 137 - 142)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/042

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT12**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) **Approve the introduction of 20mph speed limits in Little Faringdon as advertised.**

13. Shipton under Wychwood: Village 20mph Limit Proposals (Pages 143 - 154)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/036

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT13**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) Approve the introduction of 20mph speed limits in Shipton under Wychwood as advertised.

14. Steeple Aston: 20 Mph Speed Limit Proposals (Pages 155 - 170)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/048

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT14**).

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) Approve the introduction of 20mph speed limits in Steeple Aston as advertised.

Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

Agenda Item 4

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 21 March 2024 commencing at 10.00 am and finishing at 12.45 pm

Present:

Voting Members:

Councillor Andrew Gant – in the Chair

Other Members in Attendance:

Councillor Ian Snowdon (Agenda Item 5)
Councillor Les Sibley (Agenda Item 6)
Councillor Michael Waine (Agenda Item 6)
Councillor Sally Povolotsky (Agenda Item 11)

By Invitation:

Officers:

Whole of meeting Jack Ahier (Democratic Services Officer), Paul Fermer (Director of Highways and Operations), Chris Reynolds (Senior Democratic Services Officer), James Whiting (Team Leader – TRO and Schemes).

Agenda Item

Officer Attending

- | | |
|-----------|--|
| 5 | Caroline Coyne (Project Manager – BPSI Team), Mark Gregory (Team Leader, Behavioural Change and Travel). |
| 6 | Craig Rossington (Technical Lead – Transport Planning). |
| 7 | Dave Catling (Technical Officer). |
| 8 | Anthony Kirkwood (Team Leader, Vision Zero). |
| 9 | Vicki Neville (Senior Officer – TRO and Schemes). |
| 10 | James Wright (Senior Officer – Traffic and Road Safety). |
| 11 | |
| 12 | Geoff Barrell (20 Limits Project Manager) |

The Cabinet Member for Transport Management considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional

documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.

9/24 DECLARATIONS OF INTEREST

(Agenda No. 1)

There were none.

10/24 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

11/24 PETITIONS & PUBLIC ADDRESS

(Agenda No. 3)

Item 5 – School Streets Phase 2 Programme

Cllr Ian Snowdon	Virtual
Danny Yee	
Robin Tucker (CoHSAT)	Virtual
Dan Rawstorne	
Jessica Robinson and Manor School Students	Virtual

Item 6 – Market Street, Oxford: Temporary Public Realm Enhancement

Danny Yee	
Robin Tucker (CoHSAT)	Virtual

Item 7 – Bicester, Proposed Parking Restrictions 2023

Ellie Coleman	Virtual
Cllr Les Sibley	Virtual
Cllr Michael Waine	Virtual

Item 8 – Oxford, Howard Street – Proposed Amendment to Resident Parking Place to Accommodate Cycle Access

Danny Yee	
Penny Dywer	

Item 9 – Cowley Centre East CPZ Amendments 2023

Danny Yee	
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Item 10 – Eynsham – Old Witney Rd – Traffic Calming Scheme

Gordon Beech	
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Item 11 – Proposed 20mph Speed Limits – Harwell

Robin Tucker (11&12 together)	Virtual
Cllr Sally Povolotsky	Virtual

Item 12 – Oddington: 20mph Speed Limit Proposals

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12/24 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 22 February 2024 were agreed and signed by the Chair as a correct record.

13/24 SCHOOL STREETS PHASE 2 PROGRAMME

(Agenda No. 5)

The Chair welcomed everybody in attendance to the meeting and thanked Sharon Keenlyside, the previous Committee Officer for the meeting, for her support and wished her well for the future.

The Chair invited speakers in turn to address the meeting and responded to their points in turn.

The Chair asked officers about potential issues with the introduction of an ETRO for 'school streets programmes', specifically with regard to New Hinksey Church of England Primary School. Officers noted that they were looking at solutions, including adding Lake Street as part of the scheme and stated that engagement was needed with a GP surgery on the road before moving forward. Officers stated that fewer parents are driving to school with their children already.

Officers said that looking at a crossing on Hollow Way would be something that they need to investigate, with regards to Tyndale Community School.

The Chair noted that speakers raised how the scheme for Manor Primary School in Didcot would also affect another school in the area, Didcot Girls School, which was seen as positive.

The Chair reflected that the biggest concern amongst respondents was about traffic and parking displacement. Officers responded that traffic monitoring for Phase 2

schools as part of the scheme, so there would be better understanding of situations at each school. The Chair pointed out that due to the rolling nature of the programme, it would provide an important opportunity to review arrangements regularly.

The Chair expressed that one of the advantages of active travel is that timings become much clearer as traffic is avoided. Moreover, the Chair stated that the School Streets programme does not stop driving to schools entirely; it just stops going right up to the school gates. The scheme intends to manage the environment around the vicinity of the school.

Officers confirmed that the ETRO would be in place for after the Easter holidays.

The Chair thanked all of the speakers on the item and praised officers for their hard work in producing the report. The Chair agreed to the recommendations as amended.

RESOLVED to:

- a) to approve the introduction of Experimental Traffic Regulation Orders (ETROs) to facilitate the introduction of 'school streets' for the following schools:**

- **St Mary and St John Church of England Primary School, Oxford,**
- **Sandhills Community Primary School, Oxford,**
- **Tyndale Community School, Oxford,**
- **Manor Primary School, Didcot, and**
- **New Hinksey Church of England Primary School, Oxford, and to instruct officers to continue the review referred to in paragraph 40, with a view of bringing it forward as appropriate.**

**14/24 MARKET STREET, OXFORD: TEMPORARY PUBLIC REALM
ENHANCEMENT**
(Agenda No. 6)

The Chair invited speakers to address the meeting and responded to their points in turn.

The report sets out the proposal to introduce changes to parking and loading on Market Street in Oxford city centre under an Experimental Traffic Regulation Order (ETRO).

The Chair noted that the scheme struck a balance between pedestrian needs and traders within the Covered Market. The ability for traders within the Covered Market to receive and send out goods was considered in the design of the scheme.

The Chair noted supportive responses in the consultation from Thames Valley Police.

An objection from the Royal Mail was discussed by officers and it was made clear that the changes would not impact their ability to provide a universal postal service.

The Chair thanked officers for their work and agreed to the recommendations within the report.

RESOLVED to:

- a) Agree changes to parking and loading on Market Street in Oxford city centre (using an ETRO) to facilitate the introduction of an experimental pedestrian and cycle zone. This will allow operational and public realm enhancements to Market Street.**

15/24 BICESTER - PROPOSED PARKING RESTRICTIONS 2023

(Agenda No. 7)

The Chair invited speakers to address the meeting and responded to their points in turn.

The Chair addressed each individual road with proposed parking restrictions, with Browning Drive and Cranesbill Drive having more substantial areas of concern.

The Chair noted that the schemes are kept under review and residents were strongly encouraged to get in touch with their concerns.

Officers made the point that knock-on effects from the schemes are monitored.

It was stated that the responses to the section of the report on Browning Drive were written to an earlier proposal of the scheme, with significant changes being made afterwards. Officers stated that the measurements included in the agenda show a drastic reduction in the size of the proposals.

The Chair agreed with officer suggestions that a site visit to Cranesbill Drive with the local County Councillor would be beneficial in understanding any issues more thoroughly.

The Chair thanked officers for their work on the report and thanked speakers on this item.

The Chair agreed to the recommendations in the report as amended.

RESOLVED to:

- a) Agree the introduction of new & amendment of existing 'No Waiting at Any Time' (double yellow lines) parking prohibitions on the following roads: Beckdale Close, Wansbeck Drive, Brashfield Road, Bunyan Road, Wordsworth Close, *with the exception of Bucknell Road, where officers should explore the issue of parking in Stoneburge Crescent*, Hudson Street, Cemetery Road, Arkwright Road, *with the exception of Churchill Road, where there should be a 6- month review following implementation, and with the exception of Cranesbill Drive, where officers should explore informal markings and review proposals for 'No Waiting At Any Time' lines (double yellow lines) 6 months after***

implementation or at their discretion, Graham Road, Medina Gardens, Tay Gardens, Victoria Road, and Victoria Court.

b) Proceed with amended 'No Waiting at Any Time' (double yellow lines) parking prohibitions on Browning Drive, and

c) Not proceed with the proposed 'No Waiting at Any Time' (double yellow lines) parking prohibitions for Kipling Close.

16/24 OXFORD: HOWARD STREET - PROPOSED AMENDMENT TO A RESIDENTS PARKING PLACE TO ACCOMMODATE CYCLE ACCESS

(Agenda No. 8)

The Chair invited speakers to address the meeting and responded to their points in turn.

Officers clarified that Howard Street is one-way, except for cyclists.

Officers stated that removing the barrier did represent risks, but that the scheme was balanced between the mitigation of risks and provision for cyclists. It was noted that staggered bollards would help to prevent cyclists cycling through at great speed.

The Chair voiced his concerns about the risks of higher-speed cycling through Flower Lane onto Howard Street, which could pose risks to pedestrians.

The Chair noted that there was well-argued and consistent opposition to the proposals by residents of Howard Street.

The Chair agreed to recommendation c) but deferred recommendations a) and b), asking officers to come back with solutions with mitigation around the loss of parking.

RESOLVED to:

- a) New 'No Waiting at Any Time' (double yellow lines) parking restrictions on Howard Street in place of existing 'Permit Holders only' parking places – DEFERRED.
- b) The removal of the existing pedestrian guard railing adjacent to the dropped kerb by Flower Lane, with appropriate measures (including signing & lining) introduced to help mitigate the risk of conflicts between pedestrians and pedal cyclists, and a dropped kerb to be installed on the north side of Howard Street in line with the one on the south side, and – DEFERRED.
- c) Approve new 'on-carriageway' cycle parking places on the northeast side of Silver Road, by its junction with Barnet Street.

17/24 COWLEY CENTRE EAST CPZ AMENDMENTS - 2023

(Agenda No. 9)

The Chair invited the speakers to address the meeting and responded to their points.

The Chair alluded to the divided responses concerned about loss of parking against the amenities for cyclists.

Officers noted that the areas with proposed double yellow-lines were the areas with the biggest issue of motorists parking in cycle lanes.

The Chair made reference to the fact that the local County Councillor supported the proposals.

It was pointed out by the Chair that these proposals were a good example of keeping schemes under review.

The Chair thanked the officers for their work on the report and also thanked the speakers for their contributions. The Chair agreed to the recommendations outlined in the report.

RESOLVED to:

a) On Barns Road introduce new 'No Waiting at Any Time' parking restrictions (double yellow lines),

b) On Boswell Road introduce a new two-hour permitted waiting parking bay 'Monday to Saturday 8am-6.30pm with no return within two hours',

c) And additional 'No Waiting at Any Time' parking restrictions,

d) On Frederick Road introduce new 'No Waiting at Any Time' parking restrictions

e) On Bailey Road introduce new 'No Waiting at Any Time' parking restrictions, and

f) On St Lukes Road change the existing one-hour parking bays on either side of the carriageway (adjacent to the Telephone Exchange) to become shared-use 'Permit holders' or 'two-hour, no return within two hours' Monday to Saturday 8am-6.30pm, and new sections of 'No Waiting at Any Time' parking restrictions.

18/24 EYNHAM - OLD WITNEY ROAD - TRAFFIC CALMING SCHEME
(Agenda No. 10)

The Chair invited the speakers to address the meeting and responded to their points in turn.

The Chair thanked the respondents to the consultation for expressing their views.

The Chair noted support for the scheme from the local County Councillor and the local Parish Council.

The Chair raised the issue of traffic passing through the Evenlode Pub onto the A40. Officers responded that the Parish Council was in contact with the Evenlode Pub to try to resolve this situation.

The Chair thanked officers for their work and agreed to the recommendation in the report.

RESOLVED TO:

a) approve the traffic calming speed cushions along the Old Witney Road in Eynsham, as advertised.

19/24 PROPOSED 20MPH SPEED LIMITS - HARWELL

(Agenda No. 11)

The Chair invited speakers to address the meeting and responded to their points in turn.

The Chair agreed with the speakers that it was important for engagement with the Thames Valley Police and Crime Commissioner.

The Chair also pointed out that one of the respondents stated that the scheme was a waste of taxpayer money, when in fact the funding came from the developers of Great Western Park.

The Chair thanked all of the speakers and praised officers for their work on the report. The Chair agreed to the recommendation in the report.

RESOLVED to:

a) Approve as advertised the proposed 20mph speed limit zone in Harwell.

20/24 ODDINGTON: 20MPH SPEED LIMIT PROPOSALS

(Agenda No. 12)

The Chair invited speakers to address the meeting and responded to their points in turn.

Officers noted that Oddington was not a popular cut-through area for drivers and thus, the bulk of drivers around the village are local.

The Chair thanked officers and speakers and was happy to approve the recommendations outlined in the report.

The Chair thanked Geoff Barrell for his tireless work on 20mph schemes and wished him well in all of his future endeavours.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits in Oddington as advertised.**

..... in the Chair

Date of signing 25/04/2024

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Divisions Affected – All

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

BUS SUPPORT CONTRACTS – AUTUMN 2024

Report by Corporate Director for Environment & Place

RECOMMENDATION

1. **The Cabinet Member is RECOMMENDED to:**
 - (a) **Approve a procurement process to secure new and continued bus service provision in Didcot, Oxford and West Oxfordshire;**
 - (b) **Approve use of surplus ENCTS and LABSG for new contracts as detailed in Annex A; and**
 - (c) **Delegate approval of final contract awards, and the use of ENCTS and LABSG on additional services as necessary, to the Director of Transport & Infrastructure.**

Executive Summary

2. The Council wishes to procure four bus contracts to cover routes in Didcot, Oxford and West Oxfordshire in order to secure both continuity of existing services and to provide new and improved services linked to the introduction of the Oxford traffic filters trial scheme.
3. As the whole-life value of each of these contracts will exceed £500,000, this is a Key Decision and requires approval from the Cabinet Member for Highways Management.
4. Existing contracts for services in Didcot and West Oxfordshire are due to expire on 31 August 2024. Therefore, without approval to enter into a tender process to secure these services, no long-term bus provision can be secured for these areas.
5. In addition, approval is sought to use expected surplus from the English National Concessionary Travel Scheme (ENCTS) budget and held grant income from the Local Authority Bus Subsidy Grant (LABSG) to maintain an additional 17

contracts which would otherwise expire at the same time. These funds could also be used to maintain or develop other services at the Council's discretion.

Introduction

6. The Council has undertaken significant work in recent years to maintain and improve Oxfordshire's bus network. Unprecedented challenges for the bus industry arising from the Covid-19 pandemic has resulted in the large-scale withdrawal of commercial services and necessitated the use of contracts to keep key services in operation.
7. In addition, the Council has secured funding from the Government's National Bus Strategy programme to implement various elements of our Bus Service Improvement Plan (BSIP). In total, the Council has been awarded £5,900,000 in revenue funding for enhancements to services, fares reductions and journey planning initiatives over the period to March 2025.
8. In 2023/24, Council created new ongoing budget allocations for rural and community transport services, travel information and Park & Ride fare discounts.
9. In order to ensure that funds for bus service support can be spent in a timely manner, the Council utilises a mixture of competitive tenders through a Dynamic Purchasing System (DPS) and direct awards pursuant to the Council's powers to subsidise passenger transport services as permitted by the Transport Act 1985 (as amended) and its enabling Regulations.
10. Competitive tendering arrangements are utilised where values are high and/or there may be interest from more than one operator. In this way the Council can ensure it has secured best value for the service to be provided, but lead-in times tend to be significantly longer which is a challenge when there are deadlines to be met to utilise available funds.
11. The Council's Constitution mandates that contracts with a value in excess of £500,000 are subject to the Key Decision process. Therefore, the Cabinet Member for Transport Management is requested to approve the business case for the spend set out in this Report and to delegate authority to the Director of Transport and Infrastructure in consultation with the Head of Legal and Deputy Monitoring Officer and the Head of Procurement and Contract Management to:
 - (a) commence procurement processes to secure the services outlined below;
 - (b) carry out the selection of the winning tenderers in accordance with the selection criteria set out in any procurement documentation and within the budget envelope for the respective services, and award the contracts to those providers;
 - (c) negotiate and conclude the terms of any contractual arrangements required to deliver the services including entering into all necessary legal documentation; and

- (d) take any further steps necessary to ensure that continuity of services can be achieved should any further commercial routes be withdrawn or reduced.
12. Officers also seek approval to utilise held funds and surplus budget on a variety of smaller-value contracts detailed in Annex A, as well as delegation of contract award approval to the Director of Transport & Infrastructure.

Tender Proposals (>£500k value)

13. The Council intends to tender for four contracts which will be in excess of £500,000 in value:
- Services X32, X34 and X35 between Didcot, Great Western Park (GWP), Harwell Campus, Wantage and Newbury;
 - New service 600 between Redbridge Park & Ride, Oxford Science Park, Oxford Business Park, Cowley Centre, the Churchill Hospital and the JR Hospital;
 - Service H2 between Carterton, Witney, Oxford North, JR Hospital and Brookes University/Cowley Centre; and
 - Service X9 between Witney, Charlbury and Chipping Norton.
14. Each of these is described further below.

X32, X34 and X35 – Didcot area

15. For its size, Didcot has a comprehensive town bus network which is extensively supported by Section 106 funding from appropriate development. The three bus services in this procurement are operated by Thames Travel and operate as follows:
- ***X32 Didcot town centre to Cockcroft Road via GWP South*** – operates every 30 minutes during Monday to Saturday daytimes and hourly on Sundays and public holidays;
 - ***X34 Didcot town centre to Harwell Campus and Newbury*** – operates every 30 minutes during Monday to Saturday daytimes between Didcot and Harwell, every 60 minutes during Monday to Saturday daytimes between Harwell and Newbury, and every 60 minutes on Sundays and public holidays between Didcot and GWP; and
 - ***X35 Didcot to Wantage*** – operates every 30 minutes during Monday to Friday daytimes, and every 60 minutes on Saturdays, in the evenings and on Sundays and public holidays.

16. At the present time, the annual value of contracts for these services is £710,000 which is funded by a mix of Section 106 agreements, BSIP and a contribution from West Berkshire Council.
17. In order to make best use of the available funds, the existing four contracts for individual services will be combined into one single contract. Such an approach presents a number of benefits, including:
 - stimulating increased competition; and
 - the ability for tenderers to interwork vehicles and staff between the different services to maximise efficiencies and reduce tender costs to the Council.
18. Whilst this approach does potentially remove the possibility that smaller companies could choose to bid for one of the individual contracts, there is no evidence to suggest that this would be the case given the generally low number of tenders submitted for these services.
19. We would therefore anticipate that, for a contract period from 1 September 2024 to 28 August 2027, the total value of this contract would be approximately £2,130,000.
20. This contract would be predominantly funded by the remaining S106 from GWP, with contributions from sites in Wantage, Harwell Campus and a small payment in 2024/25 from West Berkshire Council.

600 – Redbridge to JR Hospital

21. Whilst radial bus services on Oxford's major routes operate at a very high frequency and for long hours of operation, the provision of orbital services around the Eastern Arc is more limited.
22. A successful bid to the Local Sustainable Transport Fund (LSTF) enabled improved connections from Park & Ride sites at Water Eaton (now Oxford Parkway) and Thornhill to the Headington hospital campuses in 2013. Following funding expiry, the services continued on a commercial basis but have been declared unviable in the post-pandemic period and they are now once again financially supported by the Council.
23. In addition, services 10 and 100 provide connections between Blackbird Leys, Cowley Centre and Headington, service 14 provides some orbital connectivity between the Banbury Road, Headington and Risinghurst, and service H2 uses a similar route between Summertown and Brookes University.
24. A key part of the Council's transport strategy in Oxford has been the development of improved orbital services. This will align with the implementation of the traffic filters trial scheme in October 2024, to make travel between the main district centres and key employment areas more attractive when compared to the private car.

25. Service 600 will operate between Redbridge Park & Ride, Oxford Science Park, Oxford Business Park, Cowley Centre, Old Road, Brookes University and JR Hospital. The tender will include:
- a core service every 30 minutes during Monday to Saturday daytimes;
 - an option for evening services to operate at a lower frequency of up to every 60 minutes;
 - an option for Sunday services to operate at a lower frequency of up to every 60 minutes; and
 - an option for an extension of the service to/from Thornhill Park & Ride.
26. All of the above options may be introduced at any time during the contract period subject to affordability.
27. This service is funded by Section 106 money from a variety of developments at the Oxford Science Park and Oxford Business Park. The Council are in regular dialogue with these key stakeholders on the future of bus services in the area and the benefits that the new routes will bring to both employers and employees.
28. The new contract will commence on 6 October 2024, to coincide with the expected commencement of the traffic filters trial scheme and the reopening of Botley Road. It is intended that the initial contract will operate until 25 August 2029.
29. This contract will be the first issued by the Council which mandates the use of zero emission buses from the outset. The anticipated maximum cost of the initial contract period is £2,350,000.

H2 – Carterton and Witney to JR Hospital, Headington and/or Cowley

30. A further element of the Council's orbital transport plans relates to the improvement of services along the A40 corridor between Carterton, Witney and the Eastern Arc.
31. Stagecoach service H2 currently operates hourly on Mondays to Saturdays between Witney, JR Hospital and Brookes University, with peak hour services extending to/from Carterton. There is also a limited Sunday and public holiday service which provides two full return journeys between Carterton and JR Hospital and two contraflow short journeys to/from Witney.
32. This service was previously commercial but since August 2022 has been provided under contract to the Council at a cost of £243,000 per annum. This service is funded by surplus from the ENCTS budget.

33. The improvement of this service will be funded by S106 payments from the Oxford North development, plus a potential contribution of c.£175,000 from LABSG to cover the period between service start and development occupation.
34. The S106 requires the Council to agree the contents of any tender with Oxford City Council and Thomas White Oxford (the developer) prior to a tender process being undertaken. It is intended to propose three options:
- **Option A:** A 30-minute frequency service throughout from Witney to JR Hospital/Brookes University on Mondays to Saturdays;
 - **Option B:** A 60-minute frequency service between Witney and JR Hospital/Brookes University on Mondays to Saturdays, plus an additional 60-minute frequency service between Peartree Park & Ride and Cowley Centre (creating a 30-minute frequency service between Oxford North and Brookes University); and
 - **Option C:** A 30-minute frequency service from Oxford North to JR Hospital/Brookes University on Mondays to Saturdays, with a 60-minute frequency to/from Witney.

Peak hour services to/from Carterton would remain under all the options. Some of the additional journeys to/from Witney may be amended to start/finish at Eynsham Park & Ride in the future.

35. The current contract for service H2 is due to expire on 31 August 2024, and will be extended by temporary arrangements (not covered by this decision) until the start of the new contract on 6 October 2024.
36. The new contract is anticipated to cost £600,000 per annum. It is intended that the initial contract will operate until 28 August 2027, with a potential extension up to 25 August 2029. Therefore, the initial contract period is anticipated to cost £1,750,000.

X9 Witney to Chipping Norton

37. Service X9 offers an hourly service on Mondays to Saturdays between Witney, Charlbury and Chipping Norton. It is operated by Pulhams Coaches and offers a key inter-urban link between major settlements in West Oxfordshire.
38. After the withdrawal of bus subsidies in 2016, the service was operated commercially with a slightly lower frequency in the afternoons and on Saturdays. In 2020 this was improved to hourly throughout, but unfortunately the main daytime service was declared as non-commercial in 2022 and the Council is financially supporting this service by £165,000 per annum.
39. It is intended to tender for maintenance of the current level of service on Mondays to Saturdays, plus an optional addition of a two-hourly service on Sundays and public holidays (which does not currently exist).

40. The service is funded by surplus from the ENCTS budget, although S106 is also available from a development in Chipping Norton. It is proposed to offer a 3-year contract with no extension period, from 1 September 2024 to 28 August 2027. The total value of the core service is expected to be c.£500,000, and any Sunday service would be c£90,000 if awarded.

Approval of LABSG/ENCTS on contract extensions

41. Following large-scale withdrawals of commercial services in 2022, the Council resolved to utilise held Local Authority Bus Subsidy Grant (LABSG) and surplus from the English National Concessionary Travel Scheme (ENCTS) budget to maintain these routes under contract.
42. These initial contracts, the list of which is in Annex A, will expire on 31 August 2024. These include:
- short-term extensions to services H2 and X40 to permit improvements to these services to take place in October 2024 alongside the traffic filters trial scheme (improvements to service X40 were approved at CMD on 7 September 2023);
 - 6-month extensions (to 29 March 2025) to services which may be positively impacted by the traffic filters trial scheme, to avoid unnecessary contract costs where patronage and revenue may increase (this includes a number of services within or to Oxford, including links to major hospitals and the city centre from both urban districts and rural market towns); and
 - 12-month extensions (to 30 August 2025) to a number of services outside of Oxford, to maintain connectivity and service continuity. Many of these arrangements can be undertaken by officers without a tender process, as per regulations covering so-called “de-minimis” bus service procurement.
43. The total cost of these contracts is expected to be c.£1,337,500. **It is emphasised that this represents continuation of existing arrangements and not new provision.**
44. Whilst services 200 (Daventry – Banbury) and 500 (Brackley – Banbury on Sundays) are currently wholly funded by the Council, discussions are ongoing with West Northamptonshire Council about a potential contribution. These services play a vital role in bringing people from surrounding areas into Banbury town centre, supporting its economy.
45. Further support requests may come from other operators during the 2024/25 financial year. Should this be the case, officers request that approval is given for the Director of Transport & Infrastructure to authorise such awards subject to:
- (1) a suitable case being made for service retention;

- (2) suitable funds being available;
 - (3) the usual procurement processes being undertaken where necessary; and
 - (4) an end date of 31 March 2025.
46. The availability of LABSG and ENCTS funding to cover these contracts is covered in “Financial and Staff Implications” below. **It is emphasised that the availability of budgets will be part of the standard tender evaluation and award process by the Finance team and are confirmed at that time.**

Consultation

47. The Council does not routinely consult on bus service tender processes, because time constraints associated with the securing of services often precludes this.
48. However:
- West Berkshire Council has been consulted on the future tender arrangements for service X34 between Harwell and Newbury, which they part-fund;
 - Oxford Science Park is regularly kept up to date with progress on bus service improvement resulting from their S106 contributions; and
 - as noted above, the procurement of improvements to service H2 requires consultation with Oxford City Council and Thomas White Oxford (the developers of Oxford North) prior to a tender submission being agreed. This will take place immediately after any decision to proceed is forthcoming.

Corporate Policies and Priorities

49. The proposals are fully compliant with a range of Council policies, primarily the Strategic Plan, the Local Transport & Connectivity Plan and the Bus Service Improvement Plan.
50. Priority 5 of the Council's strategic priorities is to “*invest in an inclusive, integrated and sustainable transport network*”. The proposals also support other strategic priorities including tackling the climate emergency and inequalities.
51. Failure to proceed with a tender process for these services may either place their long-term continuance at risk, with a succession of short-term arrangements likely to result, or delay the introduction of new services which are required to improve travel options around Oxford associated with the traffic filters trial scheme.

Financial and Staff Implications

52. The contracts expected to be awarded following approval of this tender exercise have an estimated combined value of £8,157,500 without extension periods.
53. It is intended that these will be funded as follows:
- Section 106 Agreements:
 - Didcot area (GWP and Kingsgrove) £2,000,000
 - Oxford Science Park/Business Park £2,350,000
 - Oxford North £1,050,000
 - Chipping Norton £90,000
 - **Total £5,490,000**
 - Local Authority Bus Subsidy Grant/ENCTS budget underspend:
 - H2 £700,000
 - X9 £500,000
 - 17 remaining contracts £1,337,500
 - **Total £2,537,500**
 - **BSIP £110,000** (for Didcot area service)
 - **West Berkshire Council contribution: £20,000** (for Didcot area service)
54. At the time of writing this report, the Council holds £3,391,163 of Section 106 funds related to the sites above and a further £4,066,312 is secured, and a further £843,288 anticipated which has been requested against future development (of which £2,728,797 will be needed to cover the anticipated costs), making a total of £8,300,763. There are sufficient held funds for anticipated costs of the Didcot area and X9 contracts, but the H2 contract will require the use of £1,050,000 of funds secured, not yet held to cover its intended duration in full. Contract 600 will require the use of £1,178,312 of funds secured, not yet held to cover as well as £500,485 funds anticipated, not yet secured to cover its intended duration in full. Contracts for H2 and 600 will only be let initially for the duration for which funds are held. Contract extensions will be called-off subsequently when funds become held. In the unlikely event that secured/expected funds do not materialise as expected, contracts will end at the initial contract end date or the end date of any called-off extension(s).
55. The Director of Planning, Environment & Climate Change has confirmed the availability of funds secured and held for the purposes of this exercise.
56. The Council anticipates an annual surplus to the ENCTS budget of c.£2,500,000 in 2024/25, with any remainder funded by held LABSG of which the Council currently holds in excess of £2,000,000. An additional £800,000 of LABSG is received by the Council annually, of which approximately half is utilised by the fleet service (so £400,000 is available).
57. The expected cost of these contracts in 2025/26 to be met by the ENCTS budget/held LABSG is c.£585,435, and in 2026/27 this reduces to £166,670.

These are considerably within the scope of the expected underspend on the ENCTS budget, even were it to reduce substantially in future years.

58. Approval to award contracts will be subject to the Council's usual processes, which includes financial risk review of successful bidders as well as sign-off by senior procurement and financial officers.
59. Subject to approval, officers will commence work on the tender documents immediately. There are no other staff implications and costs will be met from existing staff budgets.

Comments checked by:

Filipp Skiffins, Assistant Finance Business Partner
(filipp.skiffins@oxfordshire.gov.uk)

Legal Implications

60. Legal implications of the proposals are as follows:

The Council will comply with the Public Contract Regulations 2015 ("PCR 2015") as well as the Transport Act 1985 in procuring services for all the contracts. As stated above, the Council utilises a mixture of competitive tenders through a Dynamic Purchasing System (DPS) procured under PCR 2015 and direct awards pursuant to the Council's powers to subsidise passenger transport services under the Transport Act 1985 (as amended) and the Regulations made under the Transport Act 1985.

Comments checked by:

Busola Akande, Solicitor (Contracts Team)
(busola.akande@oxfordshire.gov.uk)

Equality & Inclusion Implications

61. The tender process will deliver local bus services which will maintain (and in some communities enhance) public transport connectivity to rural communities and some areas known to suffer from higher levels of deprivation than the Oxfordshire average.
62. It will also provide additional options for orbital travel around Oxford, where travel by car will be less attractive as a result of the traffic filters trial scheme.
63. It is not considered that any protected groups would be disadvantaged by the proposals, as the intention is to retain and/or improve bus services for local residents.

Sustainability Implications

64. The bus services to be delivered through this tender process will lead to higher levels of public transport use than would otherwise have been the case, leading to a reduction in traffic and congestion. This is particularly the case in Oxford, where improved bus services will have a major supporting role in the traffic filters trial scheme to make travel easier between the major district centres and employment areas.
65. Fewer car journeys will reduce traffic emissions, contributing to improved air quality and reducing the impact on climate change. These are fully aligned with the Council's strategic policies.

Risk Management

66. The principal risks associated with the tender process are:
- delayed approval to commence the process may lead to loss of service continuity and/or provision of short-term arrangements at higher cost to the Council;
 - there may be insufficient interest in the services to be tendered to be able to provide the required level of coverage;
 - prices may be unaffordable; and
 - operators of contracted services may cease trading during the contract period or may terminate contracts early because of poor financial performance.
67. These risks can be mitigated by:
- approval of the recommendations in this report;
 - providing a sufficient mobilisation period both for tender returns and for the period between award and contract start date, to maximise the level of potential interest;
 - offering contracts for longer periods of time (as set out in this report);
 - undertaking risk assessments of successful tenderers to ensure as far as possible that companies providing the services are robust, bearing in mind the current state of the bus market; and
 - ensuring that contract conditions make provisions for suppliers to be paid in arrears, to minimise financial risk to the Council.

Bill Cotton
Corporate Director for Environment & Place

Background papers: Nil

Contact Officer: Dave Harrison, Public Transport Team Leader
07901331751
(dave.harrison@oxfordshire.gov.uk)

March 2024

Annex A: List of initial contracts to be funded by ENCTS/LABSG

H2	Carterton – Witney – JR Hospital – Brookes University	05/10/2024	£30,000
X40	Oxford - Wallingford - Reading (evenings/late nights)		£7,500
14	Oxford – Northway – JR Hospital – Risinghurst	29/03/2025	£245,000
S3	Woodstock – Charlbury		£115,000
S3	Woodstock – Chipping Norton		£55,000
S4	Banbury - Kidlington - Oxford		£90,000
700	Kidlington – JR Hospital – Churchill Hospital – Thornhill		£185,000
29/H5	Bicester - Arncliffe/JR Hospital		£165,000
21	Chesterton/Highfield - Bicester	29/08/2025	£30,000
800	Diversion via Binfield Heath		£20,000
B7/B8	Banbury town services		£30,000
500	Brackley - Banbury (Sundays)		£30,000
200	Banbury - Daventry		£180,000
41	Abingdon town service		£15,000
V19	Wychwoods - Chipping Norton		£5,000
210	Wychwoods - Witney		£45,000
134	Wallingford - Goring		£90,000

Services H2, X40, 14, S3, S4, 700, 29/H5, 200 operate at least hourly on Mondays to Saturdays. Services H2, 14, S3, S4 and 700 also operate on Sundays.

Service 800 is a diversion of four buses per day on Mondays to Saturdays.

Service 21 is provision of a Saturday service.

Service 500 is provision of a Sunday service.

Services B7/B8 are provision of Monday to Friday afternoon services.

Services 41, V19, 210 and 134 are low frequency rural and town services.

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Divisions Affected - Deddington, Bloxham & Easington, Woodstock, Wroxton & Hook Norton

**DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT
MANAGEMENT
25 APRIL 2024**

**United States Visiting Forces (USVF) Road Safety Review
RAF Barford St John
Department for Transport Grant Determination**

Report by Corporate Director for Environment & Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to;

- a) **Accept on behalf of the County Council the DfT provided grant of £1.26m**
- b) **Approve the full scope of proposed works as provided in this report.**
- c) **Permit Officers to make reasonable adjustments, inclusions, omissions etc to the package of works as may be considered appropriate/necessary during the scheme's development / delivery.**

Executive Summary

- 2. The County Council has been awarded a £1.26m grant to undertake enhanced maintenance works as a part of an existing project to improve highway safety near to RAF Barford St John.
- 3. The proposed works are in response to a road traffic collision whereby a United States citizen driving on the wrong side of the road collided with a motorbike, fatally injuring its rider.
- 4. As the expenditure is greater than £1m, the decision on whether to accept the grant is considered to be a Key Decision.

Background

5. In August 2019 a fatal road traffic collision occurred near to RAF Croughton, whereby a visiting United States citizen driving on the wrong side of the road collided with a motorbike, causing the rider to be fatally injured.
6. The Transport Secretary subsequently committed to a review of highway safety around both RAF Croughton in Northamptonshire and RAF Barford St John in Oxfordshire.
7. Both Oxfordshire and Northamptonshire County Councils' have been working with the DfT to determine a package of works to enhance highway safety.
8. Measures identified include, but are not limited to;
 - a. New infrastructure such as road markings, traffic signs, and traffic calming
 - b. Enhanced maintenance such as carriageway surfacing
9. In March 2023, the County Council accepted a DfT provided grant of £2.734m for the same project to undertake works which fell outside of our ordinary maintenance-based levels of intervention.
10. This most recent and further grant of £1.26m extends the scope of that already committed work to include for the delivery of complimentary enhanced / accelerated maintenance works that meets the typical criteria of the County Council but which is not currently prioritised due to the limited resources available.
11. Acceptance of the grant is to be considered by the County Council. If accepted, the Council is required to comply with the conditions of the grant, and to undertake the associated package of highway safety improvement works.
12. If accepted, the total value of grants received for this undertaking will be £3.994m.
13. A copy of the grant letter accompanies this report.

Proposed works

14. Whilst works have been identified, they are not yet programmed, pending the final confirmation of scope (i.e. this most recent grant).

15. It is understood that once the two affected Highway Authorities (Oxfordshire and Northamptonshire) have responded to their respective grants that a joint press release, led by the DfT would be undertaken.
16. Upon confirmation of the full scope of works, safety measures identified in Oxfordshire would be delivered over the course of the coming (2024/25) financial year. Most works are likely to be scheduled for late summer due to the lead in time required, and out of operational necessity – i.e. surfacing being undertaken prior to the subsequent installation of road markings. However, where it is possible to do so, standalone features without such dependencies will be progressed concurrently and without undue delay to ensure the benefits are realised as soon as possible.
17. Affected Members / Localities will be notified of any works once programmed, and where necessary appropriate consultation will be undertaken in line with existing standard procedures.
18. A summary of the locations and the nature of works proposed accompanies this report.

Corporate Policies and Priorities

19. The maintenance-based safety works to be undertaken will contribute to the County Council's statutory obligations regarding the maintenance and management of the highway network.
20. The proposed works will contribute towards the prevention of traffic collisions that may otherwise be contributed to by the condition of highway assets.
21. The works are well aligned to the County Council's commitment to health and wellbeing of residents, and positively align with commitments made under the Council's 'Vision Zero' programme to eliminate incidents of traffic collisions resulting in life changing injuries / fatalities.

Financial Implications

22. The grant must be spent in line with the amount received.
23. Grant condition 1 requires that the grant is invested only for the purposes for which a capital receipt may be used in accordance with regulations made under section 11 of the Local Government Act 2003.
24. Grant Condition 2 requires a notification to be sent to the Department for Transport within strict time limits following completion of the Project. Accordingly, the service area responsible for the works needs to ensure that adequate provisions are put in place to ensure this condition is met.

25. If the authority fails to comply with any of the conditions and requirements of grant conditions 1 and 2, the Secretary of State may:

- a. reduce, suspend or withhold the grant; or
- b. by notification in writing to the authority, require the repayment of the whole or any part of the grant.

26. Any sum notified for repayment shall become immediately repayable to the Secretary of State.

Comments checked by:

Prem Salhan, Interim Finance Business Partner
prem.salhan@oxfordshire.gov.uk

Legal Implications

27. Accepting the grant requires adherence to conditions as set out in the grant determination letter, a copy of which accompanies this report.

28. Not fully complying with the grant conditions could result in the County Council being liable to repay part or all of the grant.

29. Grant Conditions are dealt with in the Financial Implications section of this report.

Comments checked by:

Karen Jordan, Senior Solicitor and Team Leader
Karen.Jordan@Oxfordshire.gov.uk

Staff Implications

30. External consultancy support will be used to complete design and delivery of the project which is over and above the Council's ordinary programme commitments.

Equality & Inclusion Implications

31. No implications in respect of equalities or inclusion have been identified in respect of the proposals associated with this grant.

Sustainability Implications

32. The nature of the proposed work is typical of routine highway maintenance activity with no special considerations in relation to sustainability.
33. Existing standard approaches to ensuring sustainability in material selection and operational methodology will be followed.

Risk Management

34. There are not any notable, special, or extraordinary risks to the delivery of the project. The works fall within the ordinary and routine business of the County Council in its capacity as the Highway Authority.
35. Any operational risks identified, such as inclement weather affecting works will be managed through the pre-existing governance structure for the service.

Consultations

36. No consultation is required prior to the County Council accepting the grant.

Bill Cotton
Corporate Director, Environment and Place

Annex:

1. Grant Determination Letter
2. Schedule of Provisional Works

Contact Officer: Matt Archer (Portfolio Manager; Central Programme Delivery, Highway Maintenance), Matt.Archer@oxfordshire.gov.uk

April 2024

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Department for Transport

Paul Fermer
Director of Highways and Operations
Oxfordshire County Council

Pauline Reeves
Safer Roads Fund
Road Safety Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

By email to: Paul.Fermer@Oxfordshire.gov.uk

Web Site: www.dft.gov.uk

29th February 2024

Dear Paul Fermer

USVF Road Safety Review: RAF Barford St John Grant Determination (2023/24): No. 31/7101

With reference to the United States Visiting Forces (USVF) Road Safety Review Project and specifically the package of road safety works recommended by the Road Safety Foundation in the vicinity of RAF Barford St John, I am pleased to inform you and confirm in this letter that Ministers have given formal approval to provide funding.

The DfT will provide funding of £1,260,000.00.

This payment will be made to you in March 2024. Your Authority is solely responsible for meeting any expenditure over and above this amount.

Funding will be paid as a grant under Section 31 of the Local Government Act 2003. I attach the Capital Grant Determination (non-ringfenced) (**Annex A**), a list of funding (**Annex B**) and grant funding terms and conditions (**Annex C**).

Please provide written confirmation that the Council agrees to the terms of this letter, including certification from your Section 151 Office that the Council accepts the terms set out in this letter. A return slip is at **Annex D** which must be returned to david.snelling@dft.gov.uk and sarah.wilks@dft.gov.uk by close of play on **Wednesday 6th March 2024** so that payment can be made.

At this time, we would ask you to not undertake any proactive communications until final allocations are formally announced by Ministers. We will then explore how we can combine this announcement with other upcoming road safety milestones.

We ask that you keep us closely informed of progress as well as expenditure. In addition, it would be helpful to work with DfT in undertaking monitoring and evaluation of the work.

The email address for returning the completed monitoring forms is David.Snelling@dft.gov.uk copied to sarah.wilks@dft.gov.uk

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Pauline', with a long horizontal flourish extending to the right.

PAULINE REEVES Deputy Director Road Safety Division

Annex A

(CAPITAL) grant determination (non-ringfenced) 2023-24: No 31/7101

United States Visiting Forces (USVF) Road Safety Review

The Minister of State for Transport (“the Minister of State”), in exercise of the powers conferred by section 31 of the Local Government Act 2003, makes the following determination:

Citation

1) This determination may be cited as the Safer Roads Fund Determination (2023-24) No 31/7101.

Purpose of the grant

2) The purpose of the grant is to provide support to local authorities in England towards expenditure lawfully incurred or to be incurred by them.

Determination

3) The Minister of State determines as the authorities to which grant is to be paid and the amount of grant to be paid, the authorities and the amounts set out in Annex B.

Grant conditions

4) Pursuant to section 31(3) and 31(4) of the Local Government Act 2003, the Minister of State determines that the grant will be paid subject to the conditions in Annex C

Treasury consent

4) Before making this determination in relation to local authorities in England, the Minister of State obtained the consent of the Treasury.

Signed by authority of the Minister of State for Transport



Pauline Reeves

Deputy Director, Road Safety Division, Department for Transport

29th February 2024

Annex B
List of Funding

Local Authority to which grant is to be paid	Award of grant to be paid
Oxfordshire County Council	£1,260,000.00
West Northamptonshire Council	£200,000.00

Annex C

Grant Conditions.

1. Grant paid to local authorities under this determination may be used only for the purposes for which a capital receipt may be used in accordance with regulations made under section 11 of the Local Government Act 2003.
2. The Chief Executive and Chief Internal Auditor of each recipient authority is required to sign and return to david.snelling@dft.gov.uk and sarah.wilks@dft.gov.uk in the Department for Transport a declaration to be received no later than six months after the completion of the project in relation to which the grant is spent, in the following terms:

“To the best of our knowledge and belief, and having carried out appropriate investigations and checks, in our opinion, in all significant respects, the conditions attached to the Safer Road Fund Grant Determination 2023-24 No: 31/7101 have been complied with.”

3. If an authority fails to comply with any of the conditions and requirements of paragraphs 1 and 2, the Secretary of State may:
 - a) reduce, suspend or withhold the grant; or
 - b) by notification in writing to the authority, require the repayment of the whole or any part of the grant.
4. Any sum notified by the Secretary of State under paragraph 4 (b) shall immediately become repayable to the Secretary of State.

Annex D

Grant Acceptance Slip

I acknowledge receipt of the Safer Roads Fund Phase 3 Fund Award letter under Grant Determination No. 31/7101. I accept the grant offer on behalf of the authority subject to the conditions set out in this letter. I confirm that I am lawfully authorised to do so.

Signed.....

Please print name of officer.....

Position.....

Please return to David Snelling and Sarah Wilks by email to: david.snelling@dft.gov.uk and sarah.wilks@dft.gov.uk by **close of play Wednesday 6th March 2024**

29th February 2024

Works outside of maintenance regime

Route	Section Ref	Description	MMA Lining	Signage improvements	Speed Limits	Carriageway improvements	Infrastructure	Section total
RT1	12	B4031 Northants boundary to Deddington Crossroads	£ 16,584.44	£ -	£ 11,161.20	£ 90,000.00	£ -	£ 117,745.64
	14	Deddington Crossroads to Barford St John	£ 2,287.77	£ -	£ 6,650.80	£ 315,000.00	£ 292,956.00	£ 616,894.57
RT2	23	B4031 Northants boundary to A4260 Berry Hill Road junction, Adderbury	£ 1,761.60	£ -	£ -	£ 310,000.00	£ -	£ 311,761.60
	24	Berry Hill Road to Barford Road Bloxham	£ 2,156.23	£ 1,828.28	£ -	£ 320,000.00	£ -	£ 323,984.51
	25	Barford Road Bloxham between Milton Road and RAF Barford St John	£ 6,052.58	£ -	£ -	£ -	£ 57,652.00	£ 63,704.58
RT3	35	A422 Middleton Cheney Bypass, Oxfordshire boundary to M40 Junction 11	£ -	£ 57,881.68	£ -	£ -	£ -	£ 57,881.68
	36	M40 Junction 11	£ -	£ -	£ -	£ 350,000.00	£ -	£ 350,000.00
	37	M40 Junction 11 to A422 Wildmere Roundabout	£ -	£ -	£ -	£ -	£ -	£ -
	38	A422 Hennef Way between Wildmere Roundabout and Southam Road	£ -	£ 18,909.54	£ 5,252.00	£ 70,000.00	£ -	£ 94,161.54
RT4	41	A4260 Adderbury between Aynho Road and Twyford Road	£ 1,761.60	£ -	£ -	£ -	£ -	£ 1,761.60
	42	A4260 between Adderbury and Bodicote	£ -	£ -	£ 7,562.00	£ -	£ -	£ 7,562.00
	44	The Hawthorns junction off A4260 Oxford Road Banbury	£ -	£ -	£ -	£ -	£ -	£ -
RT5	46	A421 Oxfordshire boundary to A4421 Finmere Roundabout	£ 3,302.89	£ 32,587.68	£ -	£ -	£ -	£ 35,890.57
	47	A4421 between Finmere Roundabout and A4095 Buckingham Road roundabout	£ 4,206.02	£ 20,448.54	£ -	£ -	£ -	£ 24,654.56
RT6	53	B4100 between A43 Baynards Green roundabout and Stoke Lyne turn	£ 3,153.67	£ 16,851.91	£ -	£ -	£ -	£ 20,005.59
	54	B4100 between Stoke Lyne turn and A4095 Banbury Road roundabout	£ 3,548.30	£ 22,697.86	£ -	£ 600,000.00	£ -	£ 626,246.16
	55	B4100 between Stoke Lyne turn and A4095 Banbury Road roundabout	£ -	£ -	£ 4,532.00	£ -	£ 5,900.00	£ 10,432.00
			£ 44,815.12	£ 171,205.49	£ 35,158.00	£ 2,055,000.00	£ 356,508.00	£ 2,652,254.61

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Works within Maintenance Regime

Route	Section Ref	Description	MMA Lining	Vegetation	Signage improvements	Speed Limits	Signs maintenance	Carriageway improvements	Infrastructure	Section total
RT1	12	B4031 Northants boundary to Deddington Crossroads	£ 44,759.99	£ 802.00	£ 1,083.58	£ -	£ 2,225.00	£ -	£ -	£ 48,870.57
	14	Deddington Crossroads to Barford St John	£ 59,814.18	£ -	£ 17,402.73	£ -	£ 3,700.00	£ -	£ -	£ 80,916.90
RT2	23	B4031 Northants boundary to A4260 Berry Hill Road junction, Adderbury	£ 122,107.39	£ 3,848.00	£ 6,467.43	£ -	£ 6,250.00	£ -	£ -	£ 138,672.83
	24	Berry Hill Road to Barford Road Bloxham	£ 56,782.21	£ 2,886.00	£ 111.41	£ -	£ 2,260.00	£ -	£ -	£ 62,039.61
	25	Barford Road Bloxham between Milton Road and RAF Barford St John	£ 14,763.18	£ 8,657.00	£ 3,693.98	£ -	£ 1,820.00	£ -	£ -	£ 28,934.16
RT3	35	A422 Middleton Cheney Bypass, Oxfordshire boundary to M40 Junction 11	£ 14,246.70	£ 1,604.00	£ 57.81	£ -	£ -	£ -	£ -	£ 15,908.51
	36	M40 Junction 11	£ 58,916.96	£ -	£ 3,423.32	£ -	£ -	£ -	£ -	£ 62,340.28
	37	M40 Junction 11 to A422 Wildmere Roundabout	£ 25,586.28	£ 2,406.00	£ 10,658.19	£ -	£ -	£ -	£ -	£ 38,650.47
	38	A422 Hennef Way between Wildmere Roundabout and Southam Road	£ 19,567.49	£ 4,692.00	£ 11,064.43	£ -	£ 26,200.00	£ -	£ -	£ 61,523.93
RT4	41	A4260 Adderbury between Aynho Road and Twyford Road	£ 13,132.79	£ 2,886.00	£ 3,447.15	£ -	£ 2,930.00	£ -	£ -	£ 22,395.94
	42	A4260 between Adderbury and Bodicote	£ 24,629.94	£ -	£ -	£ -	£ -	£ -	£ -	£ 24,629.94
	44	The Hawthorns junction off A4260 Oxford Road Banbury	£ 992.36	£ -	£ -	£ -	£ -	£ -	£ -	£ 992.36
RT5	46	A421 Oxfordshire boundary to A4421 Finmere Roundabout	£ 80,360.23	£ 3,848.00	£ 14,250.42	£ -	£ 7,930.00	£ -	£ -	£ 106,388.66
	47	A4421 between Finmere Roundabout and A4095 Buckingham Road roundabout	£ 307,374.24	£ -	£ 38,327.66	£ -	£ 14,540.00	£ -	£ -	£ 360,241.90
RT6	53	B4100 between A43 Baynards Green roundabout and Stoke Lyne turn	£ 28,310.73	£ 2,886.00	£ 7,261.78	£ -	£ 3,015.00	£ -	£ -	£ 41,473.51
	54	B4100 between Stoke Lyne turn and A4095 Banbury Road roundabout	£ 84,920.89	£ 1,760.00	£ 15,358.39	£ -	£ 3,740.00	£ -	£ -	£ 105,779.28
	55	B4100 between Banbury Road roundabout and Lucerne Avenue roundabout	£ 10,584.47	£ 4,810.00	£ 3,200.00	£ -	£ -	£ -	£ -	£ 18,594.47
			£ 966,850.04	£ 41,085.00	£ 135,808.28	£ -	£ 74,610.00	£ -	£ -	£ 1,218,353.32

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Divisions affected: *Leys*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

OXFORD: BLACKBIRD LEYS DISTRICT CENTRE – PROPOSED WAITING RESTRICTIONS AND HIGHWAY IMPROVEMENTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following as advertised:

- a) New 'No Waiting at Any Time' (double yellow lines) parking prohibition on both sides of Blackbird Leys Road,
- b) Two new 'Tiger' crossings for use by pedestrians & pedal cycles on Blackbird Leys Road,
- c) New 'Zebra' crossing (for use by pedestrians) on Cuddeson Way, and
- d) Sections of new shared & segregated cycle paths along both sides of Blackbird Leys Road.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce waiting restrictions and various highway improvements (including crossings & cycle paths) as a result of the redevelopment of the Blackbird Leys District Centre & land off Knights Road – which includes carriageway realignments – as shown in **Annex 1**.
2. As part of the planning approval for the scheme – to help ensure road safety – the housing development isn't permitted to be occupied until double yellow lines have been installed on Blackbird Leys Road for its entirety, as well as for approximately 10metres into any side road which adjoins, to help aid visibility at these points.

3. The proposals also see the introduction of various measures to encourage 'active travel' whilst also improving safety for the more vulnerable road users, including pedestrians and pedal-cyclists.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the HIF Marginal Viability Fund (MVF).

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes.

Formal Consultation

7. A formal consultation was carried out between 07 March and 05 April 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, Blackbird Leys Parish Council, and the local County Councillor representing the Leys division.
8. A letter was also sent directly to approx. 285 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
9. 37 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
No Waiting at Any Time	28 (76%)	5 (13%)	3 (8%)	1 (3%)	37
'Tiger' crossings	18 (49%)	10 (27%)	9 (24%)	-	37

'Zebra' crossing	7 (19%)	3 (8%)	27 (73%)	-	37
Shared & segregated cycle paths	25 (68%)	9 (24%)	3 (8%)	-	37

10. Additionally, a further nine emails were received, comprising of three objections, four partially supporting/raising concerns, one in support, and one non-objection.

11. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

12. Thames Valley Police expressed no objections to the proposed amendments, providing that appropriate traffic monitoring had taken place, and that the recorded speed of traffic supports the proposals.

13. Oxford Bus Company submitted their support to the proposals, citing that the introduction of parking restrictions along the full length of Blackbird Leys Road would properly allow for safe and efficient operation of bus services, and improve the immediate access on foot to bus stops. They also support the prioritisation of active travel modes in the vicinity.

14. Both 'Oxfordshire Cycling Network' & 'Cyclox' submitted detailed responses, outlining their concerns over certain aspects of the scheme.

15. The proposed 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) are needed to help prevent unnecessary restriction to those utilising 'Active Travel' methods, as well as local bus routes.

16. It should also be noted that the parking restrictions proposed throughout the scheme are a condition as part of the planning approval process, and are also considered to be in line overall with the Council's policies on traffic management and parking restraint.

17. Additional unrestricted parking bays are also proposed along parts of Blackbird Leys Road and Knights Road located off of the main carriageway, which Officers feel will somewhat help mitigate the proposed introduction of restrictions along the length of highway throughout the scheme. However, it should be made clear that the district centre development has been put forward as largely car-free.

18. Studies have shown that local shop use can increase with highway restrictions to traffic and encouragement of more active travel access, which marries with the overall strategy of the Planners for this scheme.

19. With regards to the many comments about the cycle route being incoherent and lacking connectivity, this basic layout was decided on by the developer and the City Planners following lengthy consultation with OCC Transport Development Control (TDC) Officers. Throughout this process, Officers have raised concerns regarding aspects of the active travel layout on the basis that it should be more coherent and connected to the wider network. However, these suggestions were not taken on board by the developers and Planners when finalising the design.
20. Officers have encouraged the developers to enter into co-production discussions with relevant stakeholders, so hopefully this was done to some extent throughout the planning stages. However, it has to be stressed that this is not an OCC scheme and therefore had limited control or jurisdiction over this aspect.
21. This project only recently achieved Planning permission but the works need to start asap because of funding requirements. This gave us little time to turn around the technical audit of the s278 works submission. Nevertheless, Officers did undertake work to revise the cycle elements as much as possible within the constraints of the approved Planning layout.
22. As well as funding constraints which led the developers to push for as little change to the existing highway layout as possible, there were conflicting elements for the Planners to consider - with local residents relying on vehicles, which cannot be ignored. Bus flows are also very important through this scheme. There are also physical constraints as with any other retro-fitting project on existing highway.
23. The proposed off-road cycleway through the trees to the south was questioned by Officers but the Planners wanted it retained, Officers therefore consider that it does at least provide a safer alternative for unconfident cyclists, beginners, and those wishing to keep off the main carriageway. Those choosing to remain 'on-road' throughout would be safer given the parking restrictions.
24. As part of the final design process, Officers could request additional cycle markings (i.e. in buff-coloured squares) on the carriageway if felt to be beneficial, and a positive way of reinforcing this. Officers recognise that this approach can draw mixed reactions and may almost add to a perceived lack of coherence. Officers however, assume that a number of cyclists will decide to stay on-carriageway, and consider that – as a result of the proposed parking restrictions & revised carriageway re-alignment along Blackbird Leys Road – this will now be safer and more direct option.
25. Any segregated sections of path will be clearly marked as one-way (with the traffic direction), so Officers believe that some of the concerns about potential conflicts and transition points and widths will be addressed.

Whilst difficult to enforce, the proposed layout should work to make these the more natural movements.

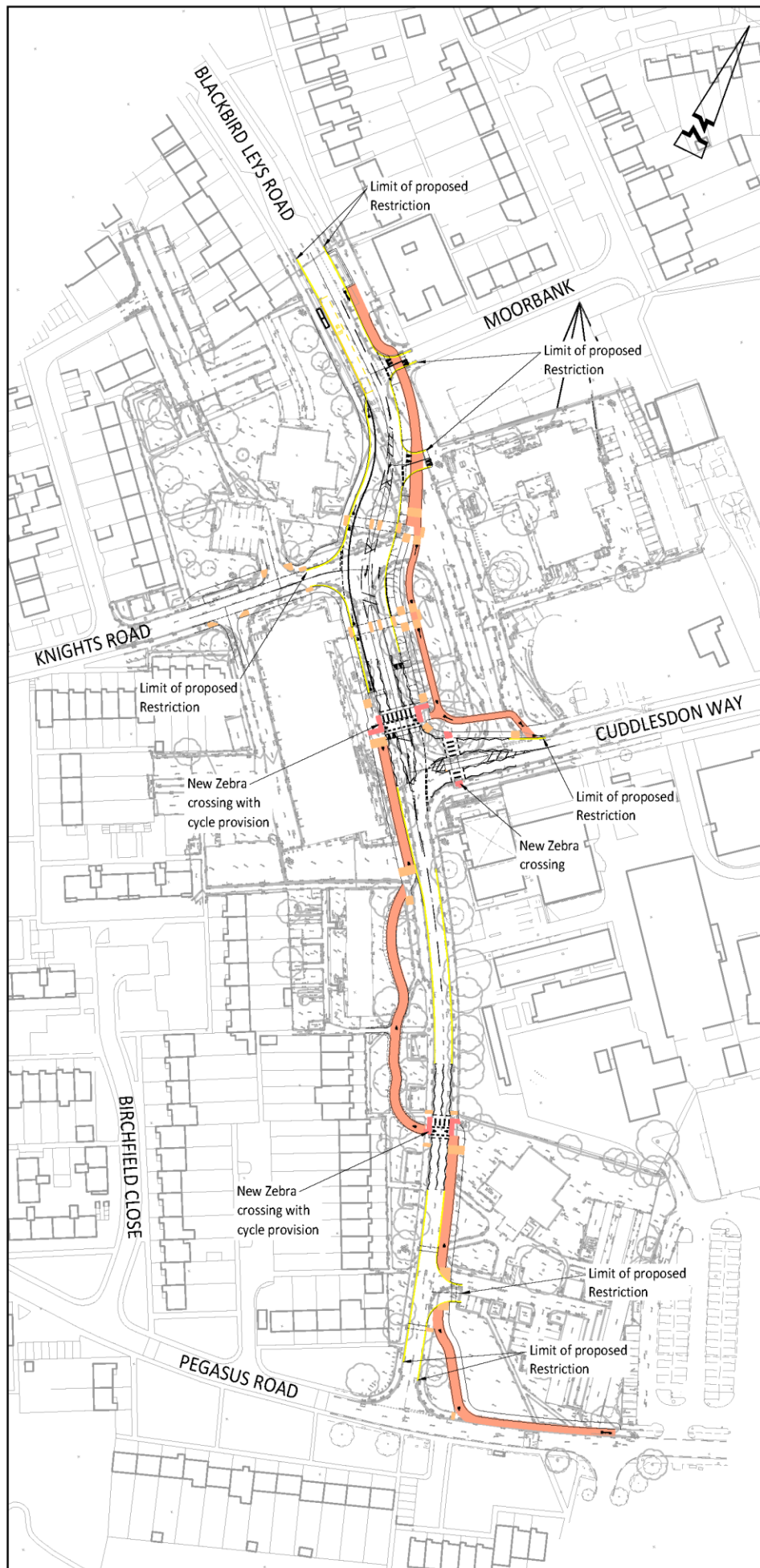
26. The shared section of path in the middle on the west side is required to link up to the parallel crossing on Blackbird Leys Road as there was not the required width to install a cycleway within the existing highway on the eastern side south of Cuddesdon Way. Hence the need to cross and re-cross Blackbird Leys Road if not cycling on-carriageway.
27. The transition points at the limits of the project do need looking at. These were also raised by the 'Stage 2 Road Safety Audit', and as a result the designers have been asked to consider suitable protected cycle entries at these points.
28. The issue of wider connectivity to existing facilities is unfortunately outside of the Project scope, however it should be noted that Officers did try to widen the scope as much as possible but ultimately this wasn't an option within the funding and overall vision of the project. Concerns have been identified – particularly about the transition at Windale Avenue – and as such Officers will attempt to get a more protected entry point as mentioned above as part of the final design process, but the widened footway will need to stop just before Windale Avenue.
29. Concerns regarding the southern access crossing and bell-mouth have been received, and Officers have raised this point with the designers. Again – as part of the final design process – a preference for a dropped crossing to be located here (similar to the proposed Moorbank one) so that cycles and pedestrians have priority across it has been expressed.
30. Officers are keen to stress that the plans & associated proposals (as advertised) have been approved by the relevant planning authority, and as such the applicant has both planning and legal obligations to deliver the works as agreed at the planning stages.
31. Should approval be given, Officers will continue to work with the designers & planners during the final design stage in order to ensure any scheme implemented is able to meet as many requirements as possible, remaining mindful the project constraints.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Julian Richardson (Senior Engineer – Central)
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April 2024



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KEY:

- Proposed Double Yellow lines to Diagram 1018.1
- Proposed Cycleway - Shared and Segregated

0 10 20 30 40 50m
Scale 1:1250

P3	02/24	FURTHER ZEBRA CROSSINGS ADDED AND CYCLEWAY COLOURING APPLIED	KLW	LPA
P2	01/24	PROPOSED ZEBRA CROSSING ADDED	KLW	LPA
P1	12/23	FIRST ISSUE	KLW	LPA
Rev	Date	Description	Drawn	Checked

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Client

HILL PARTNERSHIPS LTD

Project
**BLACKBIRD LEYS, OXFORD
REGENERATION**

Title

TRO EXTENTS PLAN

Status

Scale
1:1250 @ A3

Date
DEC 23

Drawn
KLW

Checked
LPA

Drawing No.
OX4601-ALP-SX-ZZ-D-C-01203

Revision
P3

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – providing traffic monitoring has taken place and current speed of traffic supports these proposals
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group Bus Operator)	<p>Support – Oxford Bus Co. strongly supports the important regeneration of the Blackbird Leys District Centre, providing much needed new facilities to a modern standard and making an important contribution to local quality of life, as well as the acute housing needs of the City. We have had some prior engagement with the redevelopment team, and thus the evolution of the designs at an earlier stage.</p> <p>We strongly support the TROs under consultation.</p> <p>By restricting parking on the full length of Blackbird Leys Road south of Moorbank as far as Pegasus Way, these properly allow for safe and efficient operation of bus services, and improve the immediate access on foot to bus stops. They also support the prioritisation of active travel modes in the vicinity of the District Centre, including greatly improved segregated cycle provision. Parking provision is made otherwise for the development, in line with County and City Council policies.</p> <p>I trust that this assists the Council in progressing the Orders for the scheme.</p>
(3) Group/organisation, (Unlimited Oxfordshire)	<p>Partially support – If the road layout is to be altered as shown on the consultation plan, then I can see that the waiting restrictions will be needed.</p> <p>However, I am concerned about the proposed road layout for the following reasons: The existing service road in front of the shops, with many parking spaces, and a very short, safe walk to the shops, will no longer be there. People who have difficulty in walking, and people with young children, will find the increased walking distance from their car to the shops a great disadvantage. Anyone who parks their car at an alternative location off Cuddesdon Way and walks from there will then have to cross the busy Blackbird Leys Road. The proposed zebra crossings will help them, however it would be better if crossing Blackbird Leys Road on foot were not necessary for people who need to (or would prefer to) get nearer to the shops by car.</p>

	<p>A facility for vehicles to turn round safely without reversing, using the service road, will be lost. Several mature trees will be lost.</p> <p>Part of the landscaped area in front of Windrush Tower will be lost. Traffic will be closer to the dwellings</p> <p>Two points about the proposed road layout: It seems likely that long vehicles turning right out of Cuddesdon Way will run over the kerbs on the traffic island and/or at the western edge of the realigned Blackbird Leys Road.</p> <p>For northbound vehicles immediately north of the Knights Road junction, the sharp radius and limited width will cause long vehicles to either encroach on the southbound half of the road, or run over the nearside kerb with their back wheels. Kerbs that are frequently run over soon become a hazard to pedestrians.</p> <p>It will be better if the proposed realignment is not implemented.</p>
(4) Group/organisation, (Oxfordshire Cycling Network)	<p>Object – We support the principle of a cycle route along this route. However we object to the design presented in this proposal on the basis that it is not adequately coherent or direct – against two of the Core Design Principles of LTN 1/20.</p> <p>We are very disappointed that there has been no opportunity for discussion or co-production of this scheme before this consultation. Many of the issues that we raise in our response could have been discussed at an earlier stage, and solutions may have been found, or perhaps there are constraints that we are unaware of.</p> <p><u>Comment on the overall design:</u> The overall design of the cycle route has several problems: There is a lack of coherence in the design. There is a mix of route design types (cycle tracks next to and away from roads, cycle lane), and layout (cycle lane inside and outside footway), sometimes straight and sometimes winding, sometimes cycle-priority sometimes not. This makes it difficult for users to navigate and reduces the ease and attractiveness of cycling.</p> <p>The cycling route switches sides, twice, losing coherence and directness. Being coherent and direct are two of the five Core Design Principles for cycle infrastructure set out at the start of LTN 1/20. The best solution would be for the cycle track to run on the east side of Blackbird Leys Road throughout, with a Tiger crossing at Cuddleston Way.</p>

Access to the route is not well considered from several directions:

- From Winsdale Road, there is no clear crossing and access
- From Pegasus Road (east and west) there is no clear access
- From Cuddleston Way (west) there is no apparent access
- From Knights Road there is no clear access to the southbound route (and northbound is only a painted cycle lane).

Two-way cycle tracks in general create a risk at side roads in that drivers often do not look left for people cycling. This risk can be reduced with well-designed Side Road Entry Treatments, e.g. raised tables and clear signage, and by a consistent, coherent scheme. We prefer single-side directional cycle tracks where the space makes this possible.

The description mentions shared paths. Examining the design, we did not see any new paths shared between pedestrians and cyclists, although there is one place where a cycleway crosses a footway. Shared paths and such crossings should be avoided as they put people walking and people cycling into conflict with each other. This is not good for either type of user. For this reason, it is prescribed against in national Cycle Infrastructure Design guidance LTN 1/20, which the Secretary of State has instructed Local Authorities to comply with. Summary principle 2 states “On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians.”

If we have missed a shared section, then we apologise, and we strongly object to it.

Specific design points:

There is no safe northbound cycle route from Cuddlesdon Way connecting to the two-way cycle track level with Knights Road. The use of an on-road cycle lane at this point, is less safe, incoherent (because it runs between two sections of two-way off-carriageway cycle track), and should be avoided.

Whether as part of our preferred ‘all east side’ or proposed ‘side swapping’ approach, there is ample space to provide this, widening the 2m path to 3m or more. This would improve safety and coherence of the whole scheme.

Cyclists approaching from the west on Cuddlesdon Way appear to have no way to access the north-south cycle route.

The crossing of the entry to Evenlode Tower car park (side entry from Blackbird Leys Road) should have clear cycle priority and would be a good candidate for a continuous ‘Side Road Entry Treatment’ as proposed for Napier Road and other as part of the Garsington Road scheme.

	<p>The 'Tiger' crossings with cyclists crossing from riding parallel to the road have some risk because observation behind is difficult. This is less so on the one nearer Pegasus Way as the parallel entry is facing traffic, and more so on the one near Cuddesdon Way as the parallel entry is with the traffic.</p> <p><u>Opportunities:</u> An appropriate crossing with dropped kerb at Windale Avenue (a quiet road) would link this route to the cycle network and housing of Greater Leys. Active Travel England's new Crossing Selector tool can assist finding the best crossing.</p> <p>Establishing a two-way segregated cycle track on the east side of Blackbird Leys Road offers the potential for continuity linking to the existing track from Balfour Road and across the Ring Road where it currently ends as Blackbird Leys Road changes to Barns Road. The total distance from Pegasus Road to the end at Barns Road is 1050 metres.</p> <p>We note the gap to fill between the proposed scheme to Oxford Health near Moorbank, and Balfour Road to create this continuous route, is only 130 additional metres.</p>
(5) Group/organisation, (Cyclox)	<p>Object – Sadly, we have to oppose the proposed highway improvement measures as they are a major missed opportunity to improve cycling safety and will cause major cycling safety issues. This is particularly disheartening as parts of the design are aiming for real improvements, and there is great potential in designing a setup that allows cycling to become safe in the centre of Blackbird Leys.</p> <p>At no stage in the process of designing this important improvement was there any consultation or co-production with active travel groups. We raised the concerns that we outline here in April 2023 and it appears that very little has changed. This could have been a transformational project which gets more people wishing to cycle in Blackbird Leys.</p> <p><u>Summary of key reasons for opposition to this design:</u></p> <p>There are at least five major problems with the proposed design:</p> <ol style="list-style-type: none"> 1. The bi-directional cycle path is inaccessible from most directions and thus completely useless for most journeys. 2. Entry and exit points of the cycle paths are not well-defined and will thus lead to dangerous conflict points with motor vehicles, which will cause crashes. 3. There are major inconsistencies in design across this development, creating confusion about right of way. 4. Frequent crossings and weird angles will make cycling feel unnatural and uncomfortable, hindering vulnerable cyclists using this design.

5. There are major missed opportunities that could transform cycling in Blackbird Leys.

Detailed problems:

1. Cycle path inaccessibility

- A) Blackbird Leys road There is no way to safely exit the bi-directional cycle path going north
- B) Knights road There is no access to or from the bi-directional cycle path from Knights road that does not go via a deviation and over the pavements
- C) No bi-directional cycle path East of new (northern) zebra (tiger) crossing This means there is no safe segregated cycle path accessible from Cuddlesdon Way.
- D) no easy access from Pegasus Road At least Cycle symbols TSRGD 1057 and clear signs to enter here for the direction of the city centre should be provided
- E) no easy access from/to Windale Avenue

2. Conflict points

- A) (see 1A)
- B) northbound cycle lane ending opposite Moorbank forces cycles into traffic
- C) Cycle path to Cuddlesdon Way Conflict point as bikes are supposed to join the road in a parallel setting, creating bad visibility and uncertain priority. A tiger crossing to the west would be safer as bikes would have priority and bikes coming from Cuddlesdon Way could join safely as well.
- D) Cycle path crossing pedestrian path to the south-west of Cuddlesdon Way
- E) Cycle path joining Pegasus Road Conflict point as bikes are supposed to join the road in a parallel setting, creating bad visibility and uncertain priority. A tiger crossing to the east of the junction would be safer as bikes would have priority and bikes coming from Pegasus Road could join safely as well.

3. Inconsistencies

- A) Lack of continuous cycle path at southern junction, which should be the same design as Moorbank
- B) four different types of cycling provision will lead to confusion:
 - 1. shared pedestrian and bi-directional cycle paths
 - 2. bike-only bi-directional cycle paths
 - 3. bike-only uni-directional cycle paths
 - 4. painted bike lane on the road
- 4. Complexities, uncomfortable cycling and difficulties for vulnerable cyclists
 - A) winding cycle path with unnecessary curves
 - B) mostly shared spaces (see 3B) will cause conflicts and pavement cycling

	<p>C) too many road crossings due to switching sides of road for bi-directional cycle path each of which relies on visibility, stopping and slowing down movement</p> <p>5. Missed opportunities:</p> <p>A) future connection northwards to the bi-directional cycle path on the bridge (Blackbird Leys Rd - Google Maps)</p> <p>B) future connection southwards to bi-directional cycle path near Northfield Brook on Eastern side of Windale Avenue (6 Windale Ave - Google Maps)</p> <p>C) Easy access to Knights Road could be easily provided with access to the cycle path by creating an LTN style junction (see also 1B & 2B) (2 Guglgasse - Google Maps, 116 B480 - Google Maps)</p> <p>D) bi-directional cycle path continued to the East of the Road for the entirety of the development (Pegasus to Moorbank) would have major benefits:</p> <ol style="list-style-type: none"> 1. less need for tiger crossings and one less crossing needed if going north-south along this route 2. clarity where one is supposed to cycle 3. actual usability of the bi-directional cycle path is only possible if it goes on for a serious stretch of a journey 4. solves 2D and 3B <p>E) Tiger crossing over Cuddlesdon Way</p> <ol style="list-style-type: none"> 1. as part of 5D 2. Solves 2C 3. allows for removal of both other tiger crossings <p><u>Cycle Usage in Blackbird Leys:</u></p> <p>We know that in Blackbird Leys bicycle usage per head of population is lower than in many parts of Oxford. Amongst many reasons contributing to this situation are:</p> <p>Poor physical cycling infrastructure (unsafe routes to central oxford and commercial centres, sharing busy road space, potholes, path obstructions),</p> <p>Safety Concerns (crossing points, intersections, side road entries, HGVs and speeding cars)</p> <p>Lack of confidence (inexperience, low riding skill, fear of cars, unfamiliar routes)</p> <p>The proposed redevelopment could play a major role in providing safe and separate cycling infrastructure that would enable a shift to substantially more cycling in Blackbird Leys. The current proposal however, will not cater to current cyclists who will continue using the road as it will remain faster and more direct, nor to new cyclists as it will remain too dangerous and complicated to understand.</p>
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(6) Group/organisation, (Royal National Institute of Blind People)	<p>No Waiting at Any Time – No objection Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>RNIB (the Royal National Institute of Blind People) strongly opposes the proposals for shared-use cycle paths. We recommend that segregated, stepped cycleways are installed instead where the cycleway is stepped above the level of the road but below the level of the pavement, with a 60mm minimum high kerb and high tonal contrast between the footway and the cycleway. Any less of a height than this is not reliably detected underfoot, by a cane or by a guide dog, which are all methods used by people with sight loss to navigate streets. A stepped cycleway ensures that vulnerable pedestrians are kept safe from faster moving cycles while also keeping cyclists safe from faster moving vehicles.</p> <p>Shared use areas are not inclusive and present potentially serious dangers to both pedestrians with sight loss and cyclists. This is because cycles are extremely difficult for blind and partially sighted people to see or hear, and it is not always obvious to cyclists which pedestrians are blind or partially sighted. There is a real risk of people with sight loss unknowingly stepping into the path of a cyclist, and the cyclist being unaware that the pedestrian hasn't seen them, resulting in a collision.</p> <p>All evidence we have collected suggests that shared use developments are more likely to result in blind and partially sighted people's exclusion from public spaces which negatively impacts their health and ability to engage in society. Our Seeing Streets Differently Report found that 78% of people with sight loss would avoid a shared route with bikes. We have also received reports of significant physical injuries (including broken bones) and lasting psychological damage from people with sight loss who have been hit by cycles in shared use areas. A survey we conducted in 2020 found that 1 in 10 of people with sight loss who had difficulties with making walking journeys because of shared use areas had been run into by a cycle, and more had experienced distressing near misses.</p>
(7) Local resident, (Oxford)	<p>Object – Sadly, I have to say that that the proposed designs for cycle provision are not fit for purpose. The plans put forward to consultation will not be conducive to the council's visionzero aims. They also do not provide sensible</p>

	<p>access to most places and will cause various issues with conflicting priorities and more. I really hope that this proposal can be revised to at least improve the usability somewhat, as this could be a transformative bit of infrastructure if connected up properly to all junctions coherently.</p> <p>I am attaching two documents based on the drawings you made available. The first one outlines problems with this design in detail. As you can see there is a very long list of issues with the current design that will cause crashes and dangerous situations in future. The second file is a very rough sketch of what could be possible in this space. As serious money is involved (removal of kerbs, creation of a new square etc., I really hope that this design can be at least revised to be somewhat more user-friendly and not as dangerous.</p>
(8) Local resident, (Blackbird Leys, Kingfisher Green)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>Leave blackbird leys alone! We don't not want nor need this absolute nonsense!! All you are doing is destroying our community! We are NOT a district (hunger games) we are an estate a community and you are trampling all over it with your net zero bollox and turning it into a concrete jungle!!!</p>
(9) Local resident, (Blackbird Leys, Kingfisher Green)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>Leave blackbird leys alone!! We do not want or need your money wasting schemes!!! You're already ruining it with the monstrosities that are about to go up!! We do not want or need extra crap round here!! Give your heads a wobble!!!</p>
(10) Local resident, (Blackbird leys, Pegasus)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p>

	Most people have to travel to work but you hate cars so us car drivers are always penalised
(11) Local resident, (Blackbird leys, Prunus Close)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>You are all ready causing havoc</p>
(12) Member of public, (Oxford, Headington)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>STOP THESE PROJECTS</p>
(131) Local resident, (Oxford, Kingfisher Green)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>Leave blackbird leys alone!! We do not want a concrete jungle!! U have ruined our community!!!</p>
(14) Local resident, (Oxford, Prunus Close)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Object Cycle/Shared-use paths – Object</p> <p>I am fed up of my journey getting longer each day</p>

<p>(15) Local resident, (Blackbird Leys, Brambling Way)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Partially support Cycle/Shared-use paths – Object</p> <p>Will cause difficulty for disabled drivers or those with impaired mobility issues. Local people do not want more restrictions by people who do not reside anywhere near Blackbird leys .</p>
<p>(16) Local resident, (Blackbird Leys, Allin Close)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Please don't make our lives any harder than you already have - it's so difficult trying to fulfil all my responsibilities and try and keep a job and caring duties. We already live on the edge of the city and it's already hard enough - please stop punishing us - why don't you go to Jericho and Wolvercote and Introduce lots of restrictions there instead</p>
<p>(17) Local resident, (Blackbird Leys, Kestrel Crescent)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>This just feels like another discriminatory scheme against drivers. No stopping would just push traffic down other side streets. The Parks are in active use by clubs and for events. It could be problematic for parents and visitors and local businesses. It is very short sighted as per usual.</p>
<p>(18) Local resident, (Blackbird Leys, Monks Close)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p>

	<p>It's not clear why these proposals are being put forward and why they are required? More info is required to make an informed decision.</p> <p>Current parking issues with the redevelopment along these areas that need addressing first.</p> <p>Tiger crossing?? I had to google it - if people don't know what it is how will it be effective and not a hazard.</p> <p>Shared pathways are so dangerous especially along routes that children use as a main school route - this will be more dangerous than safe!</p>
(19) Local resident, (Blackbird Leys, Knights Road)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>From experience of a pedestrian and driver cyclists in general are not willing to share and no laws seem to prevent the danger they cause then blame cars for short falls ! I feel for those who have innocently been injured or killed but I'm surprised it's not more with the wreck less attitude now powers have been give to them (I state it's not all) but it's many. Cycle training is more essential now than ever before as sharing space is clearly not the mind set of many.as for the parking around this area it's seriously needed for the shops to survive but also present resident who drive for a working living.</p>
(20) Local resident, (Blackbird Leys Oxford, Knights Road)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Due to there's no parking availability.....including where are people mean to park their carsit's a money makingnot thinking about the residents at all</p>
(21) Local resident, (Garsington, Beta Boulevard)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p>

	Oxford and surrounding suburbs are stuffing with traffic due to ltns
(22) Local resident, (Oxford, Avens Way)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Already dangerous for pedestrians with shared cycle lanes, unfortunately there are a number of cyclists who have no regards for others. I've had several near misses myself.</p>
(23) Local resident, (Oxford City, Blackbird Leys Road)	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>There was never an issue in this area, and once again the County Council seem to be addressing an “issue” which many would conclude that does not exist.</p>
(24) Local resident, (Oxford, Pegasus Road)	<p>No Waiting at Any Time – Object Tiger crossings – Partially support Zebra crossing – Partially support Cycle/Shared-use paths – Object</p> <p>Listen to the views of people before implementing more restrictions and attacking drivers!!! Some of us have no choice but to use a car as a community nurse and a person with a spine injury. Recommendations: 1. Perhaps send a survey out to people to find out what they use their cars for and then perhaps solutions can be made OTHER THAN squashing all drivers into a few roads causing massive congestion and more pollution! Not to mention the patients that can't be seen due to all the time wastage, who then end up in hospital because they couldn't be seen.</p>

	<p>2. Fix the roads and stop cutting down trees to build more houses when there are empty properties. What's next? Putting a potted tree in the middle of the pavement and charge for admission to a green space while punishing the driver for dare attempting to use the road????</p> <p>3. Maybe think about implementing cameras to catch cyclists/scooters that do not abide by the Highway Code ie go through red lights/use pavements/no lights etc.</p>
(25) Local resident, (Blackbird Leys, Knights Road)	<p>No Waiting at Any Time – Object Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Firstly they do not police the parking restrictions for match days and any other events at the kassam. With the regeneration of 280 + homes this could bring over 280 more vehicles yo the estate. How will this be managed? Residents with trades or work as carers or in the health roles need vehicles to go about there work. No work no rent!! Cuddesdon way on match days cars park both sides and in an emergency this could delay vehicles. This would be used for Residents of these new flats to park. I know the plan is no vehicles to these Residents but how will manage this? You won't be able to. Is this not discrimination no home if you have a car. I live in knights road and we luckily have a gated parking area, we shut the gate lock it and the lock gets s.ashed off. Now the gate is damaged so it can't be shut. I would like a parking bollard to allocate my space to park please.</p>
(26) Local resident, (Blackbird Leys, Brake Hill)	<p>No Waiting at Any Time – Object Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Blackbird leys don't need some of these restrictions duly to the amount of traffic around and how big the estate is and locations these restrictions will put a massive impact on the estates with a biuld up of traffic occurring in resulting moving dangers points from one Rd to another.</p>
(27) Local resident, (Blackbird Leys, Falcon Close)	<p>No Waiting at Any Time – Object Tiger crossings – Partially support</p>

	<p>Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>No waiting at any time is inappropriate for taxis that need to pick up elderly people from these areas</p>
(28) Local resident, (Oxford, Blackbird Leys Road)	<p>No Waiting at Any Time – Object Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>PARKING RESTRICTIONS, HAVING A CAR NEEDED FOR WORK AND HAVING TO PARK ON MAIN ROAD AS NO OFF ROAD PARKING AVAILABLE, I FEEL THAT MORE RESTRICTIONS WILL CAUSE UNTOLD PROBLEMS FOR CAR OWNERS.</p>
(29) Local resident, (Blackbird Leys, Sandy Lane)	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Cycle lanes aren't used anyway. It's unnecessary money being spent in my opinion</p>
(30) Local resident, (Oxford, Prefer not to say)	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>There isn't enough parking for our vehicles as it is. Due to this fact, it would not be sensible to add in cycle lanes or "shared" cycle paths.</p>
(31) Local resident, (Oxford, Leys)	<p>No Waiting at Any Time – Object Tiger crossings – Object</p>

	<p>Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>Just be respectful of us that live in blackbird Leys we are human beings just like the rest of you</p>
<p>(32) Local resident, (Oxford, Blackbird Leys Road)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Object Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>Not enough parking now with new bills it will get worse. Blocking the main road though the estate to vehicles is madness! Side roads weren't built to replace the main roads! You are cutting the estate in half! Double yellow lines nightmare. Are vehicles going to park on sky hocks! About time you stop imposing no car policy. Heard on Radio Oxford this morning your professor stating total vehicle ban regardless if electric. Great in a city with a car factory!! Says vehicles damage roads so should all be banned! Couldn't believe what I was hearing! He is your consultant!! First LTNs now no parking! Madness. Bet all concerned with this nonsense don't live here!</p>
<p>(33) Local resident, (Blackbird Leys, Blackbird Leys Road)</p>	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>I live in the houses on blackbird leys road opposite Evenlode tower. we had parking bays built out the front of the houses but these are constantly used by residents of the flats despite them having permits for there own car parking. all the parking bays in blackbird leys that were build have permits on them. for the residents except these. we already cannot park in the whole street due to residents from the tower block not wanting to purchase permits so they take all the spaces that were built in front of the houses meaning no one in the houses can park. I would support double yellow lines on this road if those parking spaces were made permit for the houses but if they aren't then double yellow lines are a ridiculous idea.... as all the tower block residents would continue to park there cars outside the houses just so they don't have to pay for permits for there designated parking. please make the ff road parking spaces on blackbird leys road for residents of the houses only. not the tower block. parking is already a nightmare.</p>

(34) Local resident, (Blackbird Leys)	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>No waiting and double yellows on blackbird ley Road you must be mad building 600 plus homes meaning more cars in the area it is a joke to park already and you want to make things 100% worse glad I am looking to move away</p>
(35) Local resident, (Oxford, East Field Close)	<p>No Waiting at Any Time – Object Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Support</p> <p>.</p>
(36) Local resident, (Blackbird Leys, Knights Road)	<p>No Waiting at Any Time – Partially support Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Sharing a foot path a is getting too dangerous and unsafe. vehicles for the road should be on the toad ie bikes, electric scooters etc</p>
(37) Local resident, (Blackbird Leys, Berry Close)	<p>No Waiting at Any Time – Partially support Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Object</p> <p>Shared cycle lanes are not safe. Pedestrians are not aware of cycles and wander in front of cycles.</p>

<p>(38) Local resident, (Blackbird, Leys, Poulton Place)</p>	<p>No Waiting at Any Time – Partially support Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>I don't mind there being double yellow lines, but there has to be plenty of car parking spaces round shops and when you visit friends and family</p>
<p>(39) Local Cllr (Oxford, Oxford Road)</p>	<p>No Waiting at Any Time – Partially support Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>Detailed problems</p> <ol style="list-style-type: none"> 1. Cycle path inaccessibility <ol style="list-style-type: none"> A) Blackbird Leys road <p>There is no way to safely exit the bi-directional cycle path going north</p> <ol style="list-style-type: none"> B) Knights road <p>There is no access to or from the bi-directional cycle path from Knights road that does not go via a deviation and over the pavements</p> <ol style="list-style-type: none"> C) No bi-directional cycle path East of new (northern) zebra (tiger) crossing <p>This means there is no safe segregated cycle path accessible from Cuddlesdon Way.</p> <ol style="list-style-type: none"> D) no easy access from Pegasus Road <p>At least bike sharrows and clear signs to enter here for the direction of the city centre should be provided</p> <ol style="list-style-type: none"> E) no easy access from/to Windale Avenue 2. Conflict points <ol style="list-style-type: none"> A) (see 1A) B) northbound cycle lane ending opposite Moorbank forces cycles into traffic C) Cycle path to Cuddlesdon Way <p>Conflict point as bikes are supposed to join the road in a parallel setting, creating bad visibility and uncertain priority. A tiger crossing to the west would be safer as bikes would have priority and bikes coming from Cuddlesdon Way could join safely as well.</p> <ol style="list-style-type: none"> D) Cycle path crossing pedestrian path to the south-west of Cuddlesdon Way

	<p>E) cycle path joining Pegasus Road Conflict point as bikes are supposed to join the road in a parallel setting, creating bad visibility and uncertain priority. A tiger crossing to the east of the junction would be safer as bikes would have priority and bikes coming from Pegasus Road could join safely as well.</p> <p>3. Inconsistencies</p> <p>A) Lack of continuous cycle path at southern junction, which should be the same design as Moorbank</p> <p>B) four different types of cycling provision will lead to confusion:</p> <ol style="list-style-type: none"> 1. shared pedestrian and bi-directional cycle paths 2. bike-only bi-directional cycle paths 3. bike-only uni-directional cycle paths 4. painted bike lane on the road <p>4. Complexities, uncomfortable cycling and difficulties for vulnerable cyclists</p> <p>A) winding cycle path with unnecessary curves</p> <p>B) mostly shared spaces (see 3B) will cause conflicts and pavement cycling</p> <p>C) too many road crossings due to switching sides of road for bi-directional cycle path each of which relies on visibility, stopping and slowing down movement</p> <p>5. Missed opportunities</p> <p>A) future connection northwards to the bi-directional cycle path on the bridge (Blackbird Leys Rd - Google Maps)</p> <p>B) future connection southwards to bi-directional cycle path near Northfield Brook on Eastern side of Windale Avenue (6 Windale Ave - Google Maps)</p> <p>C) Easy access to Knights Road could be easily provided with access to the cycle path by creating an LTN style junction (see also 1B & 2B) (2 Guglgasse - Google Maps, 116 B480 - Google Maps)</p> <p>D) bi-directional cycle path continued to the East of the Road for the entirety of the development (Pegasus to Moorbank) would have major benefits:</p> <ol style="list-style-type: none"> 1. less need for tiger crossings and one less crossing needed if going north-south along this route 2. clarity where one is supposed to cycle 3. actual usability of the bi-directional cycle path is only possible if it goes on for a serious stretch of a journey 4. solves 2D and 3B <p>E) Tiger crossing over Cuddlesdon Way</p> <ol style="list-style-type: none"> 1. as part of 5D 2. Solves 2C 3. allows for removal of both other tiger crossings
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<p>(40) Local resident, (Oxford, Blackbird Leys Road)</p>	<p>No Waiting at Any Time – Partially support Tiger crossings – Support Zebra crossing – Support Cycle/Shared-use paths – Support</p> <p>Because I live on blackbird leys road and to park down this road is a nightmare. My brother lives with us and his van is tracked so it has to be near my house</p>
<p>(41) Local Cllr, (Oxford, Argyle Street)</p>	<p>No Waiting at Any Time – Support Tiger crossings – Partially support Zebra crossing – Partially support Cycle/Shared-use paths – Partially support</p> <p>I agree with the principles behind what is being done: a bi-directional cycle path could transform cycling in Blackbird Leys and connect it up properly to the rest of the city. But I am extremely concerned about the detailed plans because they will fail to deliver the aspiration. The paths don't line up, and are inaccessible from most directions, there are weird angles and entry points don't work. This design as is is likely to create crashes and danger, exactly the sort of thing it should be seeking to avoid! Is it not possible to look at the type of design which is absolutely common in Europe, and see what we should be doing instead? It would be possible to change the design with a few tweaks to make it considerably better. Please do not implement it as shown.</p>
<p>(42) Local resident, (Blackbird Leys, Shepherds Hill)</p>	<p>No Waiting at Any Time – Support Tiger crossings – Partially support Zebra crossing – Support Cycle/Shared-use paths – Partially support</p> <p>Partially support the cycle paths because most of the cyclists won't use them</p>
<p>(43) Member of public, (Adderbury, Round Close Road)</p>	<p>No Waiting at Any Time – Support Tiger crossings – Support Zebra crossing – Support</p>

	<p>Cycle/Shared-use paths – Support</p> <p>For the safety of pedestrians and cyclists.</p>
(44) Local resident, (Blackbird Leys)	<p>Partially support – I agree with idea of the zebra and tiger crossing, I strongly oppose against the double yellow lines on Blackbird leys road.</p> <p>I am a resident at Evenlode Tower who not only has arthritis in my ankle which makes it difficult to walk but have two young children who go to different schools outside of Blackbird Leys. I have access to a car and due to residents of Evenlode losing our car park, we have to park on Blackbird Leys Road along with residents of Blackbird Leys Road. If you are to take away the parking where are we supposed to park? The 12 parking bays located near Evenlode are already in adequate for the number of cars and due to the permit restriction on Pegasus Road, we are unable to park there. I understand that the Council have an anti car agenda but the majority of residents who drive and live at Evenlode have had to give up our car park for the redevelopment and now this.</p>
(45) Local resident, (Blackbird Leys)	<p>Partially support – I am writing to you about my concern relating to the above proposal, specifically the shared cycle and pedestrian path on Blackbird Leys, and in doing so I notice that two mature trees outside the Windrush Tower have been highlighted? I suspect for removal as there is a notice from the County Council close to the trees. This is very concerning as more than ever trees are needed to combat air pollution, and provide much tranquility to those who live in the neighbourhood, we should be striving to conserve nature not destroy it especially perfectly healthy trees. I for one value having much needed green space (trees).</p> <p>I have lived on Black Bird Leys Road for over 50 years and have not witnessed a problem with pedestrians and cyclist which warrant changes being made to the path.</p> <p>In contrast I've personally have experienced on a number of occasions that the cyclist who do use the cycle path already on the bridge at the entrance of Blackbird Leys, do not stick to the cyclist lane and in fact get in the way of those walking.</p>
(46) Local resident, (Blackbird Leys)	<p>Partially support – . First I would like to thank you for taking the time to address us regarding a new growing issue within Blackbird Leys Road, which is affecting residents living along this road both emotionally and quality of life and safety wellbeing as well.</p>

Myself and my wife, along with our daughters, moved to Blackbird Leys road during covid period, knowing about the development planned prior to purchase! helped us make the decision to move to our actual home, It shows that we are keen supporters of the on going improvement and investment, put into the estate to better peoples quality of life and deliver more necessary housing.

Prior to the start of the redevelopment we have not experienced issues of parking opposite of our house, in a parking bay apart on the odd days, where there is football! every few weeks, which was already stressful enough! However now it is becoming increasingly dangerous for us resident of Blackbird Leys road, unfortunately we do not have access to car park at the back of our houses like everyone else, If we are left with no space to park, we are left with no options but to go and park on the verge (Green space opposite our houses) and this is purely caused by the residents in the tower who have been given permits by the county council, to park in the pool car park for free, however they do prefer park in the spaces we normally use on daily basis, or on the curb narrowing the pavement for walkers by, and then they have to cross a busy road, also making it dangerous to reverse in & out spaces, with little and obstructed visibility, when challenged to why they don't use the permit given? the response is, it is more convenient for them to park here then walk from the pool car park (which is second away) and also just because they can do that, although they know well enough we do not have that option, Imaging having to compete for parking when you both in the household work full time, against 14 story building most of them own a car? This situation is causing tension to rise, unnecessary arguments and frictions between residents, which no one supports.

We own a car by necessity, my wife works in Little Milton and both my daughters go to school in Little Milton primary school in the same time I work in Oxford, where I commute by bike every day, The reason I'm telling you this? is to show you how stressful, this whole situation is causing us, after a long day of work and study's you want want your family to be able to park safely close to home, although I agree with your four proposal which I have no doubt it will improve traffic down Blackbird leys road, improving safety for both resident and road users alike!

My question is to you, where this proposal will leave us residents? knowing that we have no access or alternative parking to park our very much necessary means of transport? to go about our lives, we know from residents who lived here from the very beginning of this estate, that in the past those parking spaces where created by the council! solely for those residents in the first place, to stop them parking on the pavement and the green verges.

I believe there is always a better way to be delivered to improve the use of space in our community, I believe this has to be inclusive for everyone so no one is loosing out , If your aim is to achieve that I fully support you in this, However the situation at the moment is leaving us unclear to how will this affect the resident of the Blackbird leys road mentioned above.

	<p>If you can arrange on field visits to communicate with the residents of Blackbird Leys Road, prior to making any decision, maybe we will be able to come to common ground in solving this, with helping each other, personally we would much appreciate the effort made in advance.</p>
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Divisions affected: *Hanborough & Minster Lovell*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

LONG HANBOROUGH: MAIN ROAD – PROPOSED RESIDENTS PERMIT PARKING ZONE

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following as advertised:

- a) **Proposed permit bays – Monday to Saturday 8am to 6pm in the Main Road service road between No.228 (Windrush) and No. 222 (Evenlode Cottages) and adjacent to Nos.220a & 220b, and**
- b) **Replace the existing single yellow lines `No Waiting Monday to Friday 11am-12noon` in the Main Road service road, with Double Yellow Lines (No waiting at any time), except the section of road adjacent to the access of No.220, where an access protection marking (white line) will be provided.**

Executive Summary

- 2. This report presents responses received to a statutory consultation on proposals to address unwelcome commuter parking around Long Hanborough Rail Station by introducing restrictions that allow some residents of Main Road to park next to their properties using Residents Permits only bays on the service road, as shown in **Annex 1**.
- 3. The existing no waiting restrictions, between 11am – 12noon, Mon to Friday act to discourage long term commuter parking for the nearby Long Hanborough Rail Station. However, issues have been raised by residents without off-street parking who are impacted by the current restrictions and unwelcome parking. Changes are proposed to introduce permit holder only parking and no waiting restrictions to better manage parking on the access road.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the Council capital budgets, which have been secured to implement controlled parking zones within the county.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.
6. Whilst Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
7. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised, current blue badge.

Sustainability Implications

8. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes.

Formal Consultation

9. A formal consultation was carried out between 29 February and 29 March 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, local District Cllr's, Hanborough Parish Council, and the local County Councillor representing the Hanborough & Minster Lovell division.
10. A letter was also sent directly to approx. 15 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
11. Seven responses were received during the course of the formal consultation, comprising of two local residents partially supporting, two local residents supporting, and three no-objections.
12. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

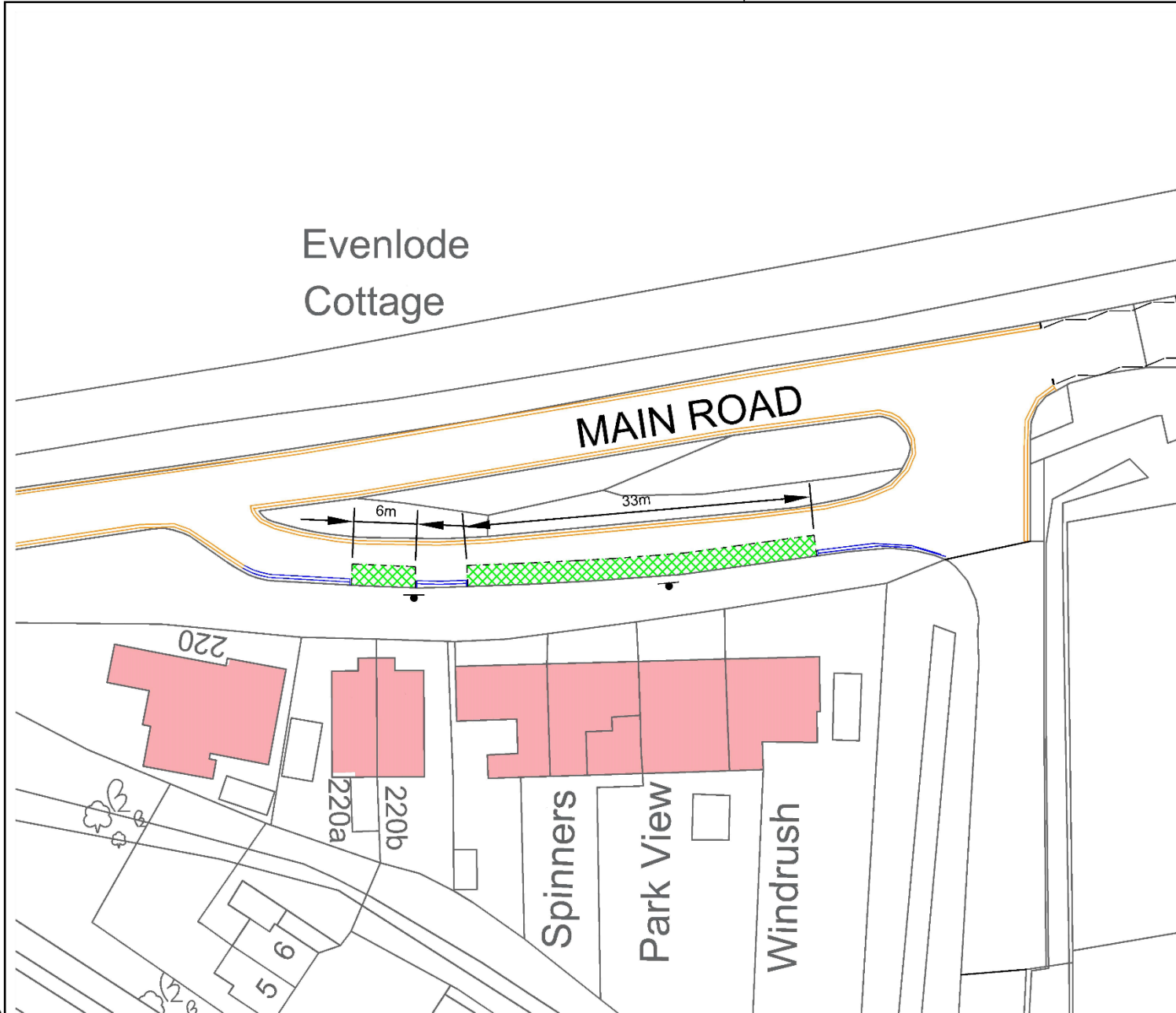
13. Thames Valley Police, Go-Ahead Group (local bus operator), and the parking team at West Oxfordshire District Council expressed no objections to the proposed amendments.
14. Prior to the public consultation taking place, the local County Councillor for Long Hanborough undertook an informal consultation exercise with residents to gauge the level of support. He noted the positive feedback from residents when giving his support for the proposals to be taken forward.
15. The existing single yellow line restrictions operate between 11am-12noon, Monday to Friday. The proposals which would apply between 8am to 6pm, Monday to Saturday offer an increase on the present restrictions and reflect that train users may also travel on a Friday evening to return on a Saturday.
16. Officers consider that the proposals offer a good balance between protecting parking for residents at key times, whilst allowing flexibility outside of the operating days and hours, including Sundays.
17. If approved, the scheme will be monitored following implementation, and a change to the operation of the scheme could be considered if deemed necessary.
18. The proposals include removing the existing single yellow lines and where accesses are present, replacing them with double yellow lines. In these situations, painting a parking bay across an access would have likely encouraged motorists to obstruct entrances and retaining the single yellow line would have been confusing and required unnecessary signage. The alternative is to replace the proposed double yellow line in front of the residents' access with a white access protection marking.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: James Whiting (Team Leader – TRO & Schemes)
james.whiting@oxfordshire.gov.uk

April 2024



Drawing No.		Revision	
		0	

KEY

- Existing double yellow lines
- Proposed double yellow lines
- Proposed permit holder bays
Mon - Sat 8am to 6pm
Prefix - LH
- Eligible properties - LH permit

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DESCRIBED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
**Parking Schemes 2023.24
West Oxfordshire**

Drawing title
**Proposed permit holder parking
Main Road, Long Hanborough**

Drawing Status

Scale 1:500	Drawn by JW	Checked by VN	Approved by KS
	Date done Sept 23	Date checked Sept 23	Date approved Sept 23

Oxfordshire Project No. & File Ref. WO/2023/LH/001

Drawing No.	Revision
	0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Parking Manager, (West Oxfordshire District Council)	No objection
(3) Head of Built Environment and Infrastructure, (Go-Ahead Group Bus Operator)	<p>No objection – The proposal looks eminently sensible. However we are not the operator in the village, and, frankly, its unlikely to directly affect bus operations considered more broadly.</p> <p>Accordingly, we raise no objection.</p>
(4) Local resident, (Long Hanborough, Main Road)	<p>Partially support – I do wonder why the Permits will not cover Sundays? Where am I meant to park on a Sunday. I reside at on, Main Rd and have no drive, only parking outside my House. At Weekends a lot of people are now using the new Community Park into Blenheim and are parking in our Service Road. They could park in the Station Carpark which is not full at weekends unlike during the Week.</p> <p>When the Houses were built behind the Station space was allocated to build another Car Park as an extension for the Station. This has never been done although the available Land is still there. How come the Builders plus presumably the Station were allowed to get away with not doing this?</p> <p>Also the Permits will not work if the parking is not managed.</p>
(5) Local resident, (Long Hanborough, Main Road)	<p>Partially support – My Wife & I live on the Service Rd you are proposing to commence with a Permit to Parking scheme. We do have some issues with the proposal:</p> <p>I. We believe it should be 7 days a week, as presently we are now having people parking here on a Sunday & then going for a walk along the new Community Walkway leading to Blenheim Place.</p>

	<p>II. Presently, some one is parking along this road on a Friday evening & not going until Sunday afternoon, so I guess they are getting the train for the weekend.</p> <p>III. Outside our driveway, presently there is a single yellow line. From your proposal I believe you will be making this a double yellow line, can I ask why? We normally park our second car there as our drive is only large enough for one car. We have had planning permission turned down for us to extend our driveway to the adjacent grass area (which I maintain) by the council last year. This would have stopped all our parking problems.</p> <p>IV. Most of the Occupants along this road have one car & a drive, so I believe this will only effect one household & us who due to work commitments must have 2 vehicles. Presently we park outside the grass area of no. 220A & 220B, but if someone is parked there when we return home, normally the only place for use to park is behind our one car on the drive on the single yellow line. If this becomes a double yellow line, where are we expected to park, halfway up the village but still pay £65 per annum & we are not guaranteed a parking place?</p>
(6) Local resident, (Long Hanborough, Main Road)	<p>Support – As a resident I am directly impacted by parking on the access road, this is because it is used as 'free' station parking and more recently for people walking the community path into Blenheim. During the Summer in particular we often have people parking over the whole weekend that results in a lack of parking for residents and our visitors.</p>
(7) Local resident, (Long Hanborough, Main Road)	<p>Support – I am directly affected by this as local resident, the situation has gotten worse over time and with the growing use of the station and the community path at Blenheim we regularly are unable to park outside the house, often having to then pay at the station.</p> <p>That said my view is that the restriction should be 7 days a week and not 6, it makes no sense to allow people to park on Sundays this is often the worst day.</p>

Divisions affected: *Bicester Town*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

BICESTER: SHEEP STREET – EXPERIMENTAL ORDER PERMITTING TWO-WAY CYCLING

Report by Corporate Director, Environment and Place

RECOMMENDATION

- a) The Cabinet Member is RECOMMENDED to approve the introduction of an Experimental Traffic Regulation Order to permit two-way cycling throughout Sheep Street, Bicester and thus temporarily superseding the existing 'no-cycling' order.

Executive Summary

1. This report recommends the implementation of an Experimental Traffic Regulation Order (ETRO) at Sheep Street in Bicester to supersede the existing no-cycling restriction and allow two-way cycling at all times. Please see **Annex 1** for location diagram. An ETRO can run for a maximum duration of 18 months, where during the first six months the order is subject to formal consultation. Following the formal consultation a decision will be made as to whether the ETRO should be modified or suspended or whether its provisions should be continued indefinitely.
2. The proposal aims to uphold the County Council's priorities to foster vibrant, inclusive, and sustainable communities by enhancing accessibility and promoting active travel. The implementation of the Experimental Traffic Regulation Order (ETRO) on Sheep Street facilitates safer and more accessible cycling routes, enabling residents and visitors to choose active modes of travel which aligns with the LTCP objective of increasing active travel modal share.
3. Initial stakeholder engagement received 5 objections about the risk that people walking may feel intimidated by cyclists travelling at speed through the street and/or feel at greater risk of being hit by a cyclist than when cycling is not permitted in the street. This is likely to particularly impact pedestrians who are elderly, disabled or with young families and mobility scooter users. Officers recommend using the Experimental Traffic Regulation Order process to trial cycling in Sheep Street and during the first six months of the trial seek views of the public and stakeholders based on their lived experience of the

scheme. The Equalities Impact Assessment (**Annex 4**) will also be reviewed at the end of the first six months the ETRO is live. This future consultation will be reported back to the Cabinet Member for a formal decision and whether to permit cycling permanently in Sheep Street, amend the times/days that cycling is permitted or return the street to 'no cycling'.

4. The Bicester Market implements a road closure which is based on the existing Traffic Regulation Order, the ETRO would supersede this with two-way cycling permitted on market day.
5. Monitoring of cycling levels in the Sheep Street will be conducted during the ETRO period to understand the levels of change in cycling.
6. The total project cost is estimated at £15,520, with funding sourced from held Section 106 planning obligation contributions.

Corporate Policies and Priorities

7. The proposals outlined in this report align closely with the overarching Vision, Values, Objectives, and Strategic Priorities outlined in the County Council's Corporate Plan. By adhering to these guiding principles, the initiative put forth in this report aim to deliver tangible benefits to service users and the wider community. Here's how the proposals aim to support the Corporate Plan:
8. The project upholds the County Council's vision of fostering a vibrant, inclusive, and sustainable community by enhancing accessibility and promoting active travel.
9. Improving Transport Infrastructure: The proposals support the strategic priority of enhancing transport infrastructure by facilitating safer and more accessible cycling routes, aligning with the County Council's commitment to sustainable transportation options.
10. Promoting Health and Wellbeing: By encouraging cycling and creating shared spaces that prioritise pedestrian and cyclist safety, the project contributes to promoting healthier and more active lifestyles, a key focus area of the Corporate Plan.
11. Supporting Economic Development: Increased foot traffic resulting from improved cycling infrastructure benefits local businesses, contributing to economic growth and vitality in the area.
12. Enhancing Environmental Sustainability: The reduction of vehicle movements through promoting cycling aligns with the Council's objectives to reduce carbon emissions and improve air quality, thereby supporting environmental sustainability goals.

Financial Implications

13. The scheme business case has been approved for £15,520, with funding to be drawn from the Section 106 planning obligation funds.

Comments checked by: Filipp Skiffins - Assistant Finance Business Partner
(filipp.skiffins@oxfordshire.gov.uk)

Legal Implications

14. Any implementation of the Experimental Traffic Regulation Order (ETRO) and any decision to give it permanent effect will need to comply with relevant legislation, including the Road Traffic Regulation Act 1984 and associated regulations.
15. The formal legal consultation requirements during the first six months of the ETRO need to be complied with and reported to the Cabinet Member.

Comments checked by: Karen Jordan - Senior Solicitor and Team Leader (Environment Team) (Karen.Jordan@oxfordshire.gov.uk)

Staff Implications

16. The implementation of the Experimental Traffic Regulation Order (ETRO) on Sheep Street in Bicester will be met by existing staff resources.

Local Transport and Connectivity Plan (LTCP) Implications

17. The recommendations outlined in this report align closely with the Council's LTCP Vision and key outcomes, with a particular focus on prioritising Active Travel. The implementation of the Experimental Traffic Regulation Order (ETRO) on Sheep Street facilitates safer and more accessible cycling routes, enabling residents and visitors to choose active modes of travel which aligns with the LTCP objective of increasing active travel modal share.
18. The implementation of the ETRO seeks to address potential safety concerns, particularly regarding interactions between cyclists, vehicles and those walking or using mobility scooters. Adequate signage will be employed to mitigate safety risks and ensure the safety of all users.

Equality & Inclusion Implications

19. The implementation of the Experimental Traffic Regulation Order (ETRO) on Sheep Street in Bicester has some implications for equality and inclusion as outline in Equalities Impact Assessment (EIA) available at **Annex 4**. This includes the risk that people walking may feel intimidated by cyclists travelling at speed through the street and/or feel at greater risk of being hit by a cyclist than when cycling is not permitted in the street. The EIA will be reviewed 6 months after the ETRO has taken affect, at the end of the ETRO formal consultation period.
20. By conducting an Experimental TRO this trial can be used for people to report their lived experience of the scheme allowing cycling in Sheep Street during the first six months of the order before a permanent decision on whether to allow cycling at all times is considered.

Sustainability Implications

21. The implementation of the ETRO on Sheep Street presents sustainability benefits, including the promotion of active travel, reduction of traffic congestion, encouragement of low-carbon lifestyles, and positive contributions to climate action. A Climate Impact Assessment is available at **Annex 5**.

Risk Management

22. As part of the development process for the implementation of the Experimental Traffic Regulation Order (ETRO) on Sheep Street in Bicester, various risks and opportunities to the Council have been carefully considered. Below is a summary of the assessment and actions taken to minimise risks:

Description of areas or sources of risk and impact on project	Mitigation	Owner
Safety concerns: Potential safety issues due to shared space of cyclists, vehicles and people walking or using mobility scooters, leading to discomfort for all users.	Implement clear signage instructing cyclists to share the space with caution and care.	Project Manager
Stakeholder opposition: Some stakeholders might oppose the ETRO implementation, leading to delays, legal challenges, or negative publicity.	Proactively engage with stakeholders through effective communication to understand and address concerns and establish a feedback mechanism.	Project Manager
Budget overruns: unexpected expenses or inaccurate cost estimates leading to budget overruns.	Regularly review and update the budget, have a contingency fund of 24%, and conduct detailed cost analysis before project initiation.	Project Manager

User Surveys

23. Surveys conducted in May 2023 and repeated late February/early March 2024, showed that up to 2.5% of Sheep Street users are cyclists, despite cycling not being permitted. This shows that cyclists are using the street despite regulations prohibiting their presence. This situation underscores the potential of the street to become a significant route in Bicester's active travel network. Please see **Annex 2** for survey data.
24. Monitoring of cycling levels in the Sheep Street will be conducted during the ETRO period in order to understand the levels of change in cycling.

Site Visits

25. Two site visits have been conducted to Sheep Street on Friday market days. The first one was in December 2023, and the second one was in early March 2024, where local councillors guided the visit and shared their concerns, which were included in the initial consultation responses at **Annex 3**.
26. During both visits, the presence of illegal cyclists was evident, as depicted in the following images:





Initial Consultation

27. An initial consultation took place over four weeks from 12 February to 11 March 2024. During this period, stakeholders were engaged through various channels to gather feedback on the proposal to allow cycling in Sheep Street, Bicester.
28. Stakeholders including Bicester Town Council, Cherwell District Council, Bicester Vision, Bicester Friday Market, Bicester Bike Users' Group (BBUG) and other cycle groups, Local Councillors, emergency service operators, public transport operators, and Unlimited Oxfordshire were contacted to participate in the consultation process. To ensure comprehensive community engagement, 223 drop-in letters were distributed to properties along Sheep Street and Market Square, inviting residents and businesses to provide their input on the proposed changes.
29. In total, 10 responses were received, these are available in full at **Annex 3**. The responses reflect a broad spectrum of views and opinions on the proposed ETRO. Of those who responded five objected to the introduction of the ETRO; three supported and two had mixed views.
30. Some stakeholders support the proposal for its perceived benefits to cycling, accessibility by sustainable modes and environmental benefits. Those who object to the ETRO raise potential safety issues due to shared space of cyclists and people walking through Sheep Street, including negative impacts for people with protected characteristics. Bicester Friday Market opposed

allowing cyclists on Sheep Street, citing safety concerns for traders and customers. They highlighted challenges during market days and expressed liability worries. Thames Valley Police expressed concerns about setting a precedent for similar locations and raised questions about pedestrian safety and cyclist behaviour. They acknowledged the split opinions within the community regarding the proposal.

31. Local County Councillors have called for a full public consultation before making any major changes to Sheep Street. They raised concerns about safety, access, and the impact on events and pedestrians.
32. Given the range of views presented in the initial stakeholder consultation officers recommend using the Experimental Traffic Regulation Order process to trial two-way cycling in Sheep Street whilst monitoring and assessing its effects. This will apply on market days also. Changes can be made to the ETRO if considered appropriate. During the first six months of the trial views will be sought from the public and stakeholders based on their lived experience of the scheme. This consultation and the results of the monitoring and assessment will be reported to the Cabinet Member for a formal decision as to whether to permit cycling on a permanent basis in Sheep Street, continue with the ETRO for up to 18 months in its current form or with amendments to the times/days that cycling is permitted or return the street to 'no cycling'.
33. Monitoring of cycling levels in Sheep Street will be conducted during the ETRO period in order to understand the levels of change in cycling.

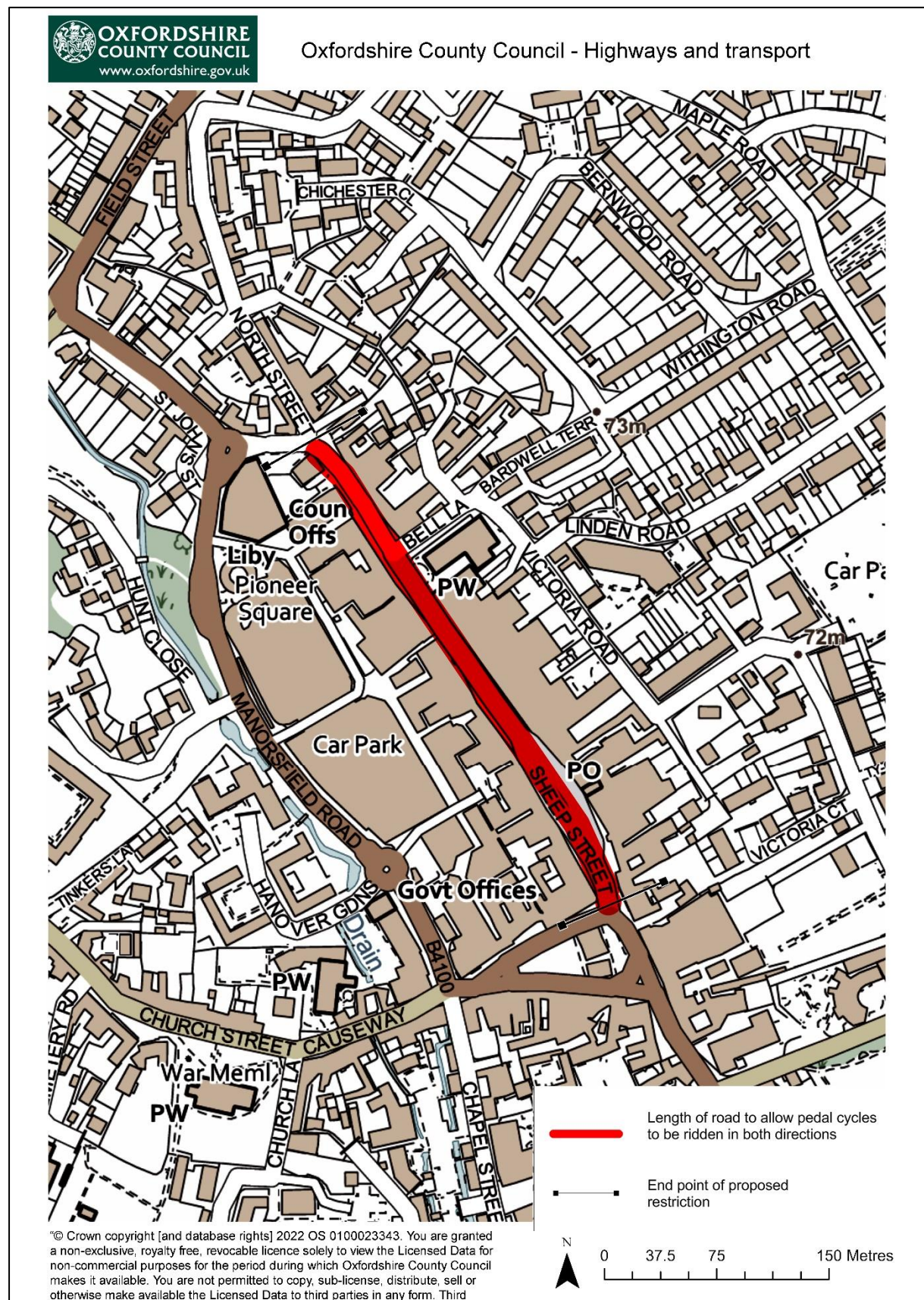
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Location of Proposed ETRO
	Annex 2: Pedestrian and Cycle Data
	Annex 3: Initial Consultation Responses
	Annex 4: Equality Impact Assessment
	Annex 5: Climate Impact Assessment

Contact Officers: Jacqui Cox (Place Planning North Manager) – Jacqui.Cox@oxfordshire.gov.uk
Hanaii Faour (Assistant Transport Planner) – Hanaii.Faour@oxfordshire.gov.uk

April 2024

Annex 1: Location of Propose ETRO to allow cycling, Sheep Street Bicester



Annex 2: Pedestrian and Cycle Data

Intelligent Data Collection Limited						
<div> <div>Client: Oxford County Council</div> <div>Project Number: ID07100</div> <div>Site Number: Site 1</div> <div>Site Name: Sheep Street</div> <div>Date of Survey: 16.05.2023</div> <div>Survey Type: Pedestrian & Cycle Count</div> <div>Input by: David Roberts</div> <div>Checked by: Elyece Malnati</div> </div>						
	Movement 1			Movement 2		
Time	Peds	Cyclists	Total	Peds	Cyclists	Total
07:00	12	4	16	9	0	9
07:15	11	1	12	10	2	12
07:30	13	3	16	14	1	15
07:45	33	1	34	10	3	13
08:00	24	4	28	21	2	23
08:15	34	3	37	36	3	39
08:30	46	4	50	34	1	35
08:45	87	4	91	37	2	39
09:00	69	2	71	55	0	55
09:15	88	2	90	62	0	62
09:30	83	3	86	67	1	68
09:45	90	3	93	92	2	94
10:00	87	3	90	88	1	89
10:15	112	1	113	98	2	100
10:30	118	1	119	137	2	139
10:45	110	1	111	123	2	125
11:00	147	2	149	134	2	136
11:15	116	5	121	133	0	133
11:30	103	2	105	121	1	122
11:45	111	0	111	126	0	126
12:00	123	1	124	107	0	107
12:15	90	2	92	122	0	122
12:30	105	1	106	112	1	113
12:45	122	3	125	94	3	97
13:00	102	4	106	136	3	139
13:15	117	0	117	93	1	94
13:30	102	5	107	118	1	119
13:45	86	1	87	85	3	88
14:00	98	0	98	102	3	105
14:15	79	1	80	110	4	114
14:30	87	0	87	104	3	107
14:45	75	0	75	88	1	89
15:00	80	3	83	91	4	95
15:15	106	10	116	82	3	85
15:30	156	5	161	76	2	78
15:45	110	4	114	105	1	106
16:00	78	0	78	81	6	87
16:15	83	0	83	76	3	79
16:30	76	1	77	112	2	114
16:45	62	0	62	88	1	89
17:00	67	1	68	91	1	92
17:15	44	0	44	90	2	92
17:30	61	5	66	60	5	65
17:45	40	3	43	62	3	65
18:00	52	5	57	37	2	39
18:15	35	1	36	36	4	40
18:30	43	0	43	35	1	36
18:45	26	1	27	27	1	28
07:00-10:00 Total	590	34	624	447	17	464
16:00-19:00 Total	667	17	684	795	31	826
07:00-19:00 Total	3799	106	3905	3827	91	3918



Sheep St, Bicester NMUs - Manual Traffic Survey: Friday, 01 March 202

Produced by Streetwise Services Ltd.

Junction: Sheep Street

TIME	Link					
	Northbound			Southbound		
	Pedestrian	Cyclist	TOTAL	Pedestrian	Cyclist	TOTAL
07:00 - 07:15	8	0	8	13	1	14
07:15 - 07:30	8	2	10	12	0	12
07:30 - 07:45	7	2	9	17	1	18
07:45 - 08:00	13	0	13	17	1	18
Hourly Total	36	4	40	59	3	62
08:00 - 08:15	25	0	25	22	5	27
08:15 - 08:30	14	1	15	17	0	17
08:30 - 08:45	33	1	34	42	2	44
08:45 - 09:00	35	1	36	74	4	78
Hourly Total	107	3	110	155	11	166
09:00 - 09:15	74	1	75	110	1	111
09:15 - 09:30	95	2	97	102	0	102
09:30 - 09:45	80	1	81	102	1	103
09:45 - 10:00	133	0	133	129	0	129
Hourly Total	382	4	386	443	2	445
10:00 - 10:15	130	0	130	137	0	137
10:15 - 10:30	141	1	142	136	1	137
10:30 - 10:45	137	0	137	134	0	134
10:45 - 11:00	143	1	144	140	0	140
Hourly Total	551	2	553	547	1	548
11:00 - 11:15	145	1	146	123	0	123
11:15 - 11:30	168	0	168	145	0	145
11:30 - 11:45	178	0	178	163	0	163
11:45 - 12:00	164	0	164	147	0	147
Hourly Total	655	1	656	578	0	578
12:00 - 12:15	167	0	167	125	0	125
12:15 - 12:30	168	0	168	141	1	142
12:30 - 12:45	154	0	154	131	0	131
12:45 - 13:00	149	0	149	128	0	128
Hourly Total	638	0	638	525	1	526
13:00 - 13:15	167	0	167	146	0	146
13:15 - 13:30	151	2	153	128	0	128
13:30 - 13:45	117	2	119	110	1	111
13:45 - 14:00	168	0	168	135	0	135
Hourly Total	603	4	607	519	1	520
14:00 - 14:15	167	0	167	17	2	19
14:15 - 14:30	150	0	150	100	0	100
14:30 - 14:45	113	3	116	107	0	107
14:45 - 15:00	125	0	125	102	0	102
Hourly Total	555	3	558	326	2	328
15:00 - 15:15	129	0	129	85	0	85
15:15 - 15:30	90	0	90	147	4	151
15:30 - 15:45	105	1	106	143	0	143
15:45 - 16:00	140	3	143	122	0	122
Hourly Total	464	4	468	497	4	501
16:00 - 16:15	120	1	121	103	0	103
16:15 - 16:30	98	1	99	118	2	120
16:30 - 16:45	108	2	110	66	0	66
16:45 - 17:00	102	2	104	87	2	89
Hourly Total	428	6	434	374	4	378
17:00 - 17:15	88	4	92	79	1	80
17:15 - 17:30	101	2	103	89	2	91
17:30 - 17:45	58	1	59	49	2	51
17:45 - 18:00	66	3	69	29	3	32
Hourly Total	313	10	323	246	8	254
18:00 - 18:15	47	5	52	38	3	41
18:15 - 18:30	29	2	31	44	2	46
18:30 - 18:45	36	1	37	30	1	31
18:45 - 19:00	36	4	40	37	1	38
Hourly Total	148	12	160	149	7	156
Session Total	4880	53	4933	4418	44	4462

Annex 3: Initial Consultation Responses

Respondent	Objections received to Initial ETRO Consultation
Cllr Waine OCC Division Bicester Town	<p>Firstly I strongly feel, along with the people I meet or have approached me, that this proposal will impact on the lives of so many people that it should be subject to a full consultation with all the residents of Bicester and surrounding villages. The limited consultation that is being pursued is far too narrow and does not listen the voice of the key stakeholders of Sheep Street, the pedestrians, the less mobile, and mobility scooter users.</p> <p>As the Divisional Member for Sheep Street I am totally opposed to the proposal for two-way cycling in what has been a pedestrianised area for over thirty years. I have never been given a clear rationale for its introduction, other that it would be a 'short-cut' for cyclists, but at whose expense? I do not believe this proposal would safeguard the well-being of the principle users particularly on busy days when there are markets and other events. Sheep Street, with District Council encouragement, is fast becoming an area of street cafes and coffee shops with tables and chairs nestled well out into the area, allowing young children accompanying their parent to wander and play with safety.....all this will be put at risk!</p> <p>Access to the street, should the proposal go ahead, has not been properly assessed given the problematic right-angled road bend at the northern end, and the need for cyclists coming from the south to circumnavigate the one-way system in the Market Square to gain access!</p> <p>I fear that the proposal fails totally to consider the needs and safety of the principle users of Sheep Street, the pedestrians, who in our town are easily the over-riding majority group to be considered when developing 'active travel'.</p>
Cllr Ford OCC Division Bicester North	<p>This should not be imposed upon the residents of Bicester. A full public consultation is necessary before making such a major change.</p> <p>I have concerns about the dangerous crossing points and how sheep street will be accessed.</p> <p>I have concerns about the impact on holding events in Sheep Street.</p> <p>Sheep street needs to have traffic enforcement on a regular basis to ensure we are 1st reducing vehicle movements.</p>

	I do not support the change without a public consultation.
Bicester Friday Market	<p>Bicester Friday Market has a licence via Cherwell DC to be in Sheep Street every Friday, we have been in this location for nearly 20 years.</p> <ul style="list-style-type: none"> • Even though Sheep Street is currently meant to be pedestrianised, we have had to apply for, and have a road closure put in place every week. This means signs and barriers are across Sheep Street at the one way entry end. This had to be put in because the automatic barrier is not manned and vehicles and cyclists were constantly in the street creating hazards and danger for the traders and the public. • The market runs along the entire length of Sheep Street. From Superdrug onwards towards the end near Market Square. The first part we have stalls on either side, allowing access for emergency vehicles. From The works onwards the market runs on one side only. • The part with stalls on both sides is busy with traders and the public. We feel cyclists would create obstructions and potentially a danger as traders and customers are manoeuvring around the stalls. The stalls are also an obstruction for the cyclists, behind the stalls are the entrances to the shops, another potential hazard as customers are exiting the shop premises. The part where we are on one side of the street is extremely congested. There is not enough room for cyclists to safely manoeuvre around the stalls and the public. • The street as it currently stands does not look like it should have traffic or cyclists routinely coming along there. In an ideal world all cyclists and any permitted vehicles would cycle responsibly but the road closure we have put in place indicates otherwise. • At set up and pack away the traders are permitted under our licence to have the vans on the street. Cyclists in the street could easily hit a trader as they are in and out of their vans, and cyclists would also have issues with vans in the street. • Liability. As it stands, we have been on a pedestrianised street for nearly 20 years. Even this did not stop dangerous issues arising in recent times. This is why we requested a road closure. Our traders trade knowing the road is closed. We would want to know who would be liable should a cyclist hurt a trader or a member of the public, or if a cyclist is hurt by a stall/ van on market day. <p>We would strongly recommend cyclists are not allowed in the street on market day.</p>

Unlimited Oxfordshire	<p>Sheep Street is pedestrianised south of the Bell Lane junction (and has been for many years). There are several items of street furniture in what was the carriageway. Market stalls are a regular feature, and there are occasional small exhibitions and arranged meetings.</p> <p>In Sheep St, pedestrians are not used to sharing the space with cyclists. Also, the street furniture makes it necessary for pedestrians to change direction to go past an item. They might go to the left or to the right; a cyclist overtaking them could be taken by surprise. This would be particularly dangerous for elderly and disabled people, who may not be able to turn round to see an approaching cyclist, or hear a cyclist's bell or horn.</p> <p>Therefore, it is clear to Unlimited Oxfordshire that cycling in Sheep Street (apart from north of Bell Lane junction) ought not to be allowed, even experimentally. We hope that this idea will be dropped.</p>
Local Business, Bicester	<p>With regard to your recent letter regarding the proposed change to Sheep Street to allow cycling in both directions, We believe that this will have a negative affect on the town centre . The street is already in disrepair with broken and rocking paving slabs , broken and missing sections of drains and steps which no longer have yellow edges and are therefore difficult to see . I can not see how adding cycles will not make matters worse. Many of our customers are elderly or are people with young families, these people are already finding it difficult with the above problems and also with youths already racing up and down on bikes and scooters. The street is also not particularly wide due to the walled planted areas and steps etc. I foresee many accidents if cycles are introduced as people are now so used to being able to walk anywhere and let their children walk freely. Sheep street is not particularly long so surely people can get off of their cycles and walk . I understand you wish to make Bicester cycle friendly , but I feel this will have a very detrimental effect on already struggling businesses .</p> <p>I hope that you will look again at this proposal and consider the local traders and the safety of our customers .</p>
Respondent	Support received to Initial ETRO Consultation
Bicester Bike User Group (BBUG)	<p>Bicester Bike Users' Group ('BBUG') strongly supports the proposal to permit cycling on Sheep Street, Bicester as an experimental basis for an 18-month trial period and would like the opportunity to attend and speak at the decision meeting. The reasons are as follows:</p> <ol style="list-style-type: none"> 1. Cycling is very important economically (as it encourages greater numbers of residents to access the town centre and support the amenities); for health and well-being; and for the environment. A cyclist passing through Sheep

	<p>Street is much more likely to stop and use the amenities than a cyclist forced to use a longer and more dangerous route, or driving instead.</p> <ol style="list-style-type: none"> 2. Sheep Street is an important route for cycling, connecting north and south Bicester and Bicester North and Bicester Village train stations. It is the shortest, quickest, and safest route between these destinations. With the present prohibition on cycling in Sheep Street, cyclists have to use either the B4100 (Manorsfield Road) or Victoria Road. These alternatives have poor or non-existent cycle provision, are indirect, and are shared with heavier vehicles such as buses, making them dangerous, unwelcoming, and unpleasant for most cyclists. This currently acts as a strong disincentive to cycling. 3. The prohibition on cycling in Sheep Street requires cyclists visiting the amenities on Sheep Street to either lock their bike at the end of Sheep Street where it is at risk of theft, or to push their bike along the length of Sheep Street to their destination so that it can be locked where it can be safely observed. Both options act as a considerable deterrent to cycling. 4. The prohibition on cycling in Sheep Street is discriminatory, in that there are a number of cycle users who are disabled within the meaning of the Equality Act 2010 who use their bikes to overcome their disability. The prohibition has the consequence of preventing disabled users using their bikes to access the amenities, or to risk the anger of pedestrians who do not appreciate their disability and believe that these individuals are flouting the law. Some disabled cyclists who use their bikes as a mobility aid have been threatened with assault by vigilante members of the public who are angered by what they see as cyclists breaching the current prohibition. This is a serious risk that needs to be addressed. 5. The vast majority of destinations within Bicester are within an easy cycling distance of each other. However, the lack of a suitable connection along Sheep Street means that many journeys that could be cycled end up being driven, leading to vehicle congestion, damage to the environment, and noise pollution. 6. Sheep Street is eminently suitable for cycling, having one of the widest pedestrian streets in the county. In parts it is 20-25m wide. This provides ample space for both pedestrians and cyclists to circulate without a real risk of conflict. The Dutch CROW Manual on Bicycle Traffic [126] recommends that: <p>'In the case of a pedestrian density below 100 pedestrians per hour per metre of profile width, full mixture is possible without additional facilities; in the case of a density between 100 and 200 pedestrians per hour per metre of profile width, segregation is desirable. A visual separation will suffice (use of material, markings) up to 160 pedestrians; above 160 pedestrians it will be desirable to introduce a vehicle path for bicycle traffic.'</p>
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	<p>In Bicester the Sheep Street the width of the road would accommodate over 4,000 pedestrians an hour according to this guidance. Current usage is massively below this, even at the busiest times. In the UK, research by the Transport Research Laboratory for the Department for Transport has focussed research specifically on cycling in pedestrian areas and has concluded that it is generally unproblematic and to be encouraged (see Report PR15 (https://www.trl.co.uk/publications/pr15). Equally the Department for Transport guidance in Traffic Advisory Leaflet 09/93) (http://webarchive.nationalarchives.gov.uk/20090505152230/http://www.dft.gov.uk/adobepdf/165240/244921/244924/TAL_9-93) is strongly recommends permitting cycling in pedestrian areas, concluding that there were no factors to justify excluding cyclists from pedestrian areas, and also finding:</p> <ul style="list-style-type: none"> • In 66 hours of total footage, not a single accident between a cyclist and a pedestrian was observed. • Not one accident involving an adult pedestrian and a cyclist was recorded at any of 21 sites in the previous fifteen years. There had been only one accident involving a child pedestrian and a cyclist in that fifteen year period. • Cyclists adapt their speed to pedestrian density, and dismount if necessary. • While pedestrians tend to adapt their behaviour in the presence of motor vehicles, they do not do so in the presence of cyclists. <p>7. The perceived risks to pedestrians from cyclists are generally greatly exaggerated. Only a small fraction of pedestrian incidents on the road are caused by cyclists. In around 25 years, despite cyclists actually using Sheep Street despite the prohibition, there has only been one minor reported accident on Sheep Street. This involved two teenagers and did not result in any significant injuries. Reports of 'near misses' are therefore greatly exaggerated.</p> <p>8. The current situation is completely inconsistent and incoherent. Far more dangerous and heavy vehicles such as trucks, vans, and private vehicles are permitted to drive along Sheep Street even during market hours, whereas there are no exemptions whatsoever for cycles. See for example:</p>
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9. The question should be asked what the alternative is. The alternative is not a fully enforced prohibition, but an unenforced prohibition as the police and council do not have the resources to enforce a prohibition. The current prohibition works exceedingly poorly given the inability of Thames Valley Police to effectively police it. Given their budget constraints and the very low risk posed by cyclists, the police occasionally enforce it, but exceedingly rarely. The consequence is that the less responsible cyclists, such as teenagers flout the prohibition, causing aggravation and resentment towards cyclists. The more responsible cyclists either leave their bikes or dutifully push them along the street. Thus, the current TRO discourages responsible cycling and encourages irresponsible cycling. This is precisely the opposite effect of what is desired.

On balance, all the considerations point towards permitting cycling.

Local Business, Pioneer Square, Bicester.	No real comments other than I support the introduction of pedal cycle access along Sheep Street.
Member of the public.	I fully support this.

Respondent	Those with a mixed view response to Initial ETRO Consultation
Cherwell District Council, Principal Planning Officer	<p>Sheep Street is currently a pedestrianised area that is part of the primary shopping area in Bicester Town Centre. The street is wide but is flanked by retail premises, coffee shops etc. on both sides and on market days, the central area accommodates market stalls. In addition, the area is also used by the Town Council when hosting community events.</p> <p>This area of Bicester attracts a large number of pedestrians, including children that will often be slow moving, dwell outside of shops or browse market stalls. The town centre plays a key role in the local economy and relies on the footfall of consumers to support businesses. Whilst the Local Planning Authority is always generally supportive of any measures that increase active travel, this will need to be carefully balanced against the actual and perceived safety of pedestrian users, so that it doesn't discourage users from accessing the area. This would be particularly relevant on market days when there are a greater number of users occupying a smaller space.</p>
Thames Valley Police	<p>This is a tricky one as I am sure you are only trying to formalise what is the norm. Allowing could set a precedent for other similar locations . Dare I suggest Queen Street in Oxford. This location has been the source of miss use by Cyclist for many decades despite the restriction and also a burden on use.</p> <p>Considering these are Pedestrian areas how would they feel about sharing the space with Cyclist. I have to acknowledge there are many shared footways already, so could this proposal be deemed similar. I am not aware that Cyclist are detrimental to Pedestrians within these shared areas .</p> <p>Although I am familiar with the location in Bicester, I have engaged some on the ground local knowledge from the Neighbourhood Policing Team .</p> <p>This is probably one of those proposals that will split public opinion.</p> <p>I'm aware that there is a cycle group locally that has been lobbying for this to be adopted for a number of years, and in their defence, I've heard that the route is still shown on OS maps or similar as a designated cycle route.</p> <p>Sheep street itself is a very wide area which personally I feel it can more than accommodate pedal cycles and pedestrians sharing use of the area. The only sticking point that I can see is the Friday market where Sheep street gets taken over by the market traders all the way from the Penny black up to the White Hart.</p>

	When the markets in play it would be tight for space for cyclists to use it safely, however you would like to think that cyclists would use some common sense and walk through on market days.
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Oxfordshire County Council

Equalities Impact Assessment

Experiment allowing Cycling in Sheep Street, Bicester

March 2024

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Section 1: Summary details

Directorate and Service Area	Directorate: Environment and Place Service: Placemaking
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	The assessment pertains to an Experimental Traffic Regulation Order (ETRO) designed to permit cycling in Sheep Street Bicester, where currently there is a traffic regulation order governing “no cycling”.
Is this a new or existing function or policy?	This represents a newly proposed function, specifically an Experimental Traffic Regulation Order (ETRO). The proposal aligns with the recommendations outlined in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), Oxfordshire Local Transport and Connectivity Plan and complies with national guidance, including the Department for Transport’s Local Transport Note 1/20 (LTN 1/20).
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	The policy involves implementing an Experimental Traffic Regulation Order (ETRO) on Sheep Street, Bicester, allowing unrestricted cycling at all times.
Completed By	Hanaii Faour, Assistant Transport Planner, Placemaking
Authorised By	Jacqui Cox, Place Planning Manager (North)

Date of Assessment	19 March 2024
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Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	The proposal to implement an Experimental Traffic Regulation Order (ETRO) allowing cycling at all times in Sheep Street in Bicester arises from the need to enhance cycling infrastructure in alignment with local and national policy. Feedback from residents and stakeholders underscores the demand for improved cycling facilities, particularly in central areas like Sheep Street. This initiative reflects a broader shift towards sustainable transport and addresses concerns about safety, congestion, and environmental impact.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	<p>The proposal entails implementing an Experimental Traffic Regulation Order (ETRO) on Sheep Street in Bicester, allowing cycling at all times. This initiative aligns with the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), Oxfordshire Local Transport and Connectivity Plan and national guidance, such as the Department for Transport's Local Transport Note 1/20 (LTN 1/20).</p> <p>The key elements of the proposal are as follows:</p> <p><u>Removal of "No Cycling" restriction:</u> The ETRO will change the current regulations on Sheep Street to remove the restriction on cycling, enabling cyclists to use the street at all times, unless a further order are implemented. This scheme aims to enhance cyclist access and promote sustainable transport in the area.</p> <p><u>Duration of ETRO:</u> The Experimental TRO will be in effect for up to 18 months. During this period, the feasibility and impact of allowing cycling on Sheep Street will be assessed through monitoring, data collection, and stakeholder feedback.</p> <p><u>Financial Considerations:</u> The total project cost is estimated to be £15,520, including contingency. Funding for the implementation of the ETRO will be sourced from Section 106 held developer contributions (£15,520.05).</p> <p><u>Alignment with LCWIP and National Guidelines:</u> The proposal is in line with the objectives outlined in the LCWIP, which emphasizes the development of cycling infrastructure to promote active travel. Additionally, adherence to</p>

	<p>national guidelines, such as LTN 1/20, ensures consistency with best practices in urban planning and transportation.</p> <p><u>Flexible Implementation:</u> To facilitate adaptability and reversible changes, an Experimental TRO is preferred over a standard Traffic Regulation Order (TRO). This approach allows for monitoring of the order in situ and flexibility in case amendments are required or the order is not appropriate based on feedback and observations.</p> <p><u>Safety Considerations:</u> The safety of all road users, including pedestrians and cyclists, is paramount. Surveys and observations will be conducted before and during the ETRO to address any safety concerns and ensure a safe environment for everyone.</p> <p>Overall, the proposal aims to create a more inclusive and sustainable transportation environment in Bicester by allowing cycling on Sheep Street. By aligning with local and national strategies and prioritizing stakeholder engagement and safety, the proposal seeks to enhance cyclist access and contribute to the broader goals of promoting active travel and reducing carbon emissions.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Based on the surveys conducted in May 2023 and late February/early March 2024, it's evident that up to 2.6% of road users are cyclists, despite cycling not being permitted on the road. This suggests that cyclists are utilising the road despite regulations prohibiting their presence. This situation underscores the potential of the road to become a significant route in Bicester's active travel network.</p> <p>Integrating this road into the active travel network aligns with broader goals of reducing reliance on motorised vehicles and fostering a more active community. By allowing cyclists access to this route, it can contribute to the delivery of climate commitments by promoting sustainable modes of transportation and reducing carbon emissions associated with motorised travel.</p>

<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>In the development of the proposal, various approaches were considered, and alternatives were evaluated. The rejected alternatives and the reasons for their exclusion are as follows:</p> <p><u>No Action:</u> The option of maintaining the existing TRO without changes was considered. However, given the community's evolving needs and the LCWIP's emphasis on enhancing cycling accessibility, doing nothing was deemed incompatible with the long-term vision and objectives.</p> <p><u>Partial Cycling Permissions:</u> Another alternative involved permitting cycling only during specific times of the day. This option was rejected to maintain simplicity and promote continuous cycling access, as recommended by LTN 1/20. The experimental TRO tool allows cycling at the busiest times of day and for people to use the consultation period to provide their views on whether cycling should be permitted at all times of day.</p> <p><u>Segregated Cycling Spaces:</u> Incorporating physical segregation between walking and cycling zones was contemplated. However, studies suggesting better interaction in shared spaces and concerns from pedestrian feedback led to the rejection of this alternative. There was concern that cyclists would travel at a faster speed if provided with a segregated cycleway. In the particular context of Bicester Sheep Street this approach is considered impractical.</p> <p>In conclusion, the chosen proposal represents a balanced and well-informed recommendation based on evidence and stakeholder input. The rejected alternatives were carefully considered, and their exclusion is justified by the pursuit of sustainable and community-centric urban planning.</p>
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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Allowing cycling in Sheep Street, an off road route, may enable people who do not currently cycle to cycle as they perceive the route is safer than the current on-road routes, younger people and older people are often those who feel less confident in riding.</p> <p>Older people or people with young children walking in Sheep Street may feel intimidated by cyclists travelling at speed through the street and feel at greater risk of being hit by a cyclist than when cycling is not permitted in the street.</p>	<p>Consider the use of “Share with Care” signage.</p> <p>The ETRO allows for us to test cycling in Sheep Street to gain people’s lived experience of pedestrians and cyclists sharing the space along with other town centre activities.</p>	Jacqui Cox, Place Planning Manager (North)	The ETRO consultation period is 6 months and people may provide their views during this time.

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Allowing cycling in Sheep Street may enable people with disabilities who use their bike as a mobility aid to have increased access to shops and services which they may have found difficult to access if they dismounted their bike at the current restriction points.</p> <p>Some people with disabilities such as sight or hearing impairments or mobility issues (among other disabilities) may feel intimidated by cyclists travelling at speed through the street and feel at greater risk of being hit by a cyclist than when cycling is not permitted in the street.</p>	<p>Consider the use of “Share with Care” signage.</p> <p>The ETRO allows for us to test cycling in Sheep Street to gain people’s lived experience of pedestrians and cyclists sharing the space along with other town centre activities.</p>	Jacqui Cox, Place Planning Manager (North)	The ETRO consultation period is 6 months and people may provide their views during this time.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The ETRO enables pregnant or women with young children who use their bike as a mobility aid to have increased access to shops and services which they may have found difficult to access if they dismounted their bike at the current restriction points.</p> <p>Some pregnant or women with young children may feel intimidated by cyclists travelling at speed through the street and feel at greater risk of being hit by a cyclist than when cycling is not permitted in the street.</p>		Jacqui Cox, Place Planning Manager (North)	The ETRO consultation period is 6 months and people may provide their views during this time.
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Positive impacts for deprivation arising from allowing direct cycling routes and cycling as a sustainable and affordable means of transport.</p> <p>Negative, as above people with protected characteristics may feel at risk.</p>	<p>Consider the use of “Share with Care” signage.</p> <p>The ETRO allows for us to test cycling in Sheep Street to gain people’s lived experience of pedestrians and cyclists sharing the space along with other town centre activities.</p>	Jacqui Cox, Place Planning Manager (North)	The ETRO consultation period is 6 months and people may provide their views during this time.

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (* Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	For the reasons identified above, there are both positives for social value in terms of increasing the use of sustainable transport; whilst the potential negative impacts to social value relate to the risks for people with protected characteristics, particularly those with disabilities.	Those documented above in sections 2 under 'Age' and 'Disability'.	Jacqui Cox, Place Planning Manager (North)	The ETRO consultation period is 6 months and people may provide their views during this time.

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

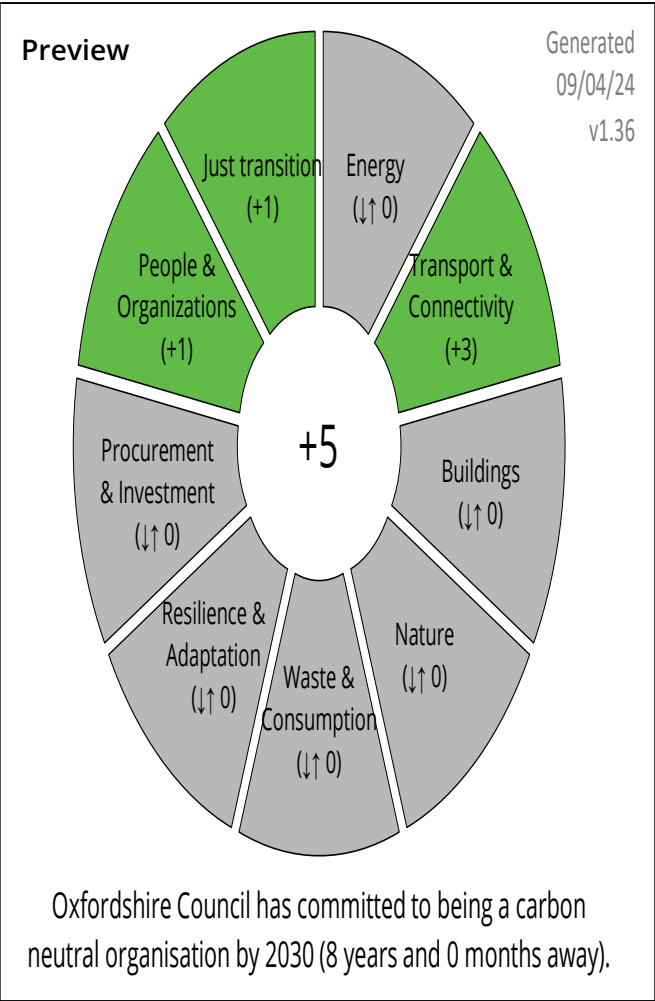
Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	December 2024
Person Responsible for Review	Jacqui Cox, Place Planning Manager (North)
Authorised By	Jacqui Cox, Place Planning Manager (North)

Climate Impact Assessment

Summary

Directorate and Service Area	Directorate: Environment and Place Service: Placemaking
What is being assessed	The assessment pertains to an Experimental Traffic Regulation Order (ETRO) designed to permit cyclists to traverse Sheep Street in the heart of Bicester where currently there is a no-cycling order in place.
Is this a new or existing function or policy?	This represents a newly proposed function, specifically an Experimental Traffic Regulation Order (ETRO) for Sheep Street, Bicester. The proposal aligns with the recommendations outlined in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), the Local Transport and Connectivity Plan (LTCP), and complies with national guidance, including the Department for Transport's Local Transport Note 1/20 (LTN 1/20).
Summary of assessment	The scheme involves implementing an Experimental Traffic Regulation Order (ETRO) at Sheep Street, Bicester, allowing unrestricted cycling at all times. This is in line with the aims of LTCP; the specific scheme aims are to improve cycle routing options across Bicester particularly on non-motorised routes, encourage people who do not cycle to take up cycling through the provision on new direct, coherent, attractive, safe, comfortable routes and increase levels of cycling to meet the LCTP target. This will contribute to decarbonising the transport network in Oxfordshire.
Completed by	Hanaii Faour, Assistant Transport Planner, Transport and Infrastructure
Climate action sign off by	Tammy Marrett, Climate Action Team, 20 March 2024
Director sign off by	Owen Jenkins, Director Transport and Infrastructure, 9 April
Assessment date	1st March 2024



Detail of proposal

Context / Background	<p>The proposal to implement an Experimental Traffic Regulation Order (ETRO) allowing cycling at all times on Sheep Street in Bicester arises from the need to enhance cycling infrastructure in alignment with local and national guidelines. Feedback from residents and stakeholders underscores the demand for improved cycling facilities, particularly in central areas like Sheep Street. This initiative reflects a broader shift towards sustainable transportation and addresses concerns about safety, congestion, and environmental impact.</p>
Proposal	<p>The proposal entails implementing an Experimental Traffic Regulation Order (ETRO) on Sheep Street in Bicester, allowing cycling at all times. This initiative aligns with the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) and national guidance, such as the Department for Transport’s Local Transport Note 1/20 (LTN 1/20). The key elements of the proposal are as follows:</p> <p>Removal of No Cycling Restriction: The ETRO will change the current regulations on Sheep Street to eliminate the restriction on cycling, enabling cyclists to use the street at all times. This adjustment aims to enhance cyclist access and promote sustainable transportation in the area. An experimental order is being used to understand people's experience of cycling in the street before a permanent order (or revert back to no cycling) is made.</p> <p>Duration of ETRO: The Experimental TRO will be in effect for up to 18 months. During this period, the feasibility and impact of allowing cycling on Sheep Street will be assessed through monitoring, data collection, and stakeholder and public feedback.</p> <p>Financial Considerations: The total project cost is estimated to be £15,520, including contingency. Funding for the implementation of the ETRO will be sourced from Section 106 held developer contributions (£15,520.05).</p> <p>Alignment with LCWIP, LTCP and National Guidelines: The proposal is in line with the objectives outlined in the LCWIP, which emphasizes the development of cycling infrastructure to promote active travel; the LTCP Policy 2 which seeks to develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns and to work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery. Additionally, adherence to national guidelines, such as LTN 1/20, ensures consistency with best practices in urban planning and transportation.</p> <p>Flexible Implementation: To facilitate adaptability and reversible changes, an Experimental TRO is preferred over a standard Traffic Regulation Order (TRO). This approach allows for monitoring of the order in situ and flexibility in case amendments are required based on feedback and observations.</p> <p>Safety Considerations: The safety of all road users, including pedestrians and cyclists, is paramount. Surveys and observations will be conducted before and during the ETRO to address any safety concerns and ensure a safe environment for everyone.</p> <p>Overall, the proposal aims to create a more inclusive and sustainable transportation environment in Bicester by allowing cycling on Sheep Street. By aligning with local and national strategies and prioritizing stakeholder engagement and safety, the proposal seeks to enhance cyclist access and contribute to the broader goals of promoting active travel and reducing carbon emissions.</p>
Evidence / Intelligence	<p>Based on the surveys conducted in May 2023 and late February/early March 2024, it's evident that up to 2.6% of road users are cyclists, despite cycling not being permitted on the road. This suggests that cyclists are utilising the road despite regulations prohibiting their presence. This situation underscores the potential of the road to become a significant route in Bicester's active travel network.</p> <p>Integrating this road into the active travel network aligns with broader goals of reducing reliance on motorised vehicles and fostering a more active community. By allowing cyclists access to this route, it can contribute to the delivery of climate commitments by promoting sustainable modes of transportation and reducing carbon emissions associated with motorised travel.</p>

Alternatives considered / rejected	<p>In the development of the proposal, various approaches were considered, and alternatives were evaluated. The rejected alternatives and the reasons for their exclusion are as follows:</p> <p>Partial Cycling Permissions: Another alternative involved permitting cycling only during specific times of the day. This option was rejected to maintain simplicity and promote continuous cycling access, as recommended by LTN 1/20. Using the Experimental TRO allows people to experience cycling in the street at all times of day and feedback their views on this. When the ETRO is evaluated one option may be to change cycling restrictions to specific times of day or days of the week.</p> <p>Segregated Cycling Spaces: Incorporating physical segregation between walking and cycling zones was contemplated. However, studies suggesting better interaction in shared spaces and concerns from pedestrian feedback led to the rejection of this alternative.</p> <p>No Action: The option of maintaining the existing TRO without changes was considered. However, given the community's evolving needs and the LCWIP's emphasis on enhancing cycling infrastructure, doing nothing was deemed incompatible with the long-term vision.</p> <p>In conclusion, the chosen proposal represents a balanced and well-informed decision based on evidence, stakeholder input. The rejected alternatives were carefully considered, and their exclusion is justified by the pursuit of sustainable and community-centric urban planning.</p>
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Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	1	Longitudinal studies show that areas subject to walking and cycling schemes record a 2% reduction in car ownership after two years. Resource: https://rapidtransition.org/stories/making-streets-people-friendly-the-rise-of-car-free-communities/			
Transport & Connectivity	Supports active travel	2	The proposal supports active travel by aligning with the recommendations outlined in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), the Local Transport and Connectivity Plan (LTCP), and complies with national guidance, including the Department for Transport's Local Transport Note 1/20 (LTN 1/20).			
Transport & Connectivity	Increases use of public transport	N/A				
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	N/A				
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	N/A				

People & Organizations	Drives behavioural change to address the climate and ecological emergency	1	Encouraging walking and cycling promotes physical activity, which has numerous health benefits. Healthier populations are better equipped to adapt to and mitigate the impacts of climate change.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A	
Just transition	Promotes green innovation and job creation	N/A	
Just transition	Promotes health and wellbeing	1	Allowing cyclists on roads encourages people to engage in physical activity as part of their daily routine, contributing to improved fitness levels and overall health.
Just transition	Reduces poverty and inequality	N/A	

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Divisions affected: *Burford & Carterton North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

EAST CARTERTON: UPAVON WAY, CARTERTON ROAD, MARSH WAY/NORTON WAY & BRIZE NORTON ROAD - PROPOSED SHARED FOOTWAY & CYCLEWAYS

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to

- a) **Approve the shared-use foot & cycleways on Upavon Way, Carterton Road, Marsh Way/Norton Way, and Brize Norton Road in Carterton as advertised.**

Executive Summary

- 1. This report presents responses received to a statutory consultation on proposals to replace existing pedestrian only footpaths to shared-use foot & cycleways at various locations in Carterton, as shown in **Annexes 1 to 3**.
- 2. The proposals have been put forward as a result of the development of adjacent land for residential purposes, and also include additional footway improvements as part of the planned works.

Financial Implications

- 3. Funding for consultation on the proposals (and implementation if approved) has been provided by the developers.

Equality and Inclusion Implications

- 4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help to help improve pedal cyclist safety, and also help encourage the use of sustainable transport modes in the area.

Formal Consultation

6. A formal consultation was carried out between 14 February and 15 March 2024. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, local District Cllr's, Brize Norton Parish Council, Carterton Town Council, and the local County Councillor representing the Burford & Carterton North division.
7. A letter was also sent directly to approx. 105 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
8. 14 responses were received during the course of the formal consultation, comprising of four objections (29%), four raising concerns (29%), two partially supporting (14%), three in support (21%), and one non-objection.
9. The responses are shown at **Annex 4** and copies of the original responses are available for inspection by County Councillors.

Officer response to Objections/Concerns

10. Thames Valley Police expressed no objections to the proposals as advertised.
11. With regards to the safety concerns expressed about driveway visibility along the Brize Norton Road, Officers have confirmed that the 'Stage 2 Road Safety Audit' did not highlight any concerns around this particular issue.
12. Officers agree that shared paths are not always the ideal solution, however, in this particular case, it was the best that OCC could request from the developer considering the physical constraints of the highway boundary in those areas. Also, it should be taken into account that the developer does not have title to the adjoining land in order to dedicate extra width, which would be required for enhanced provision.
13. Officers note that additional lengths of path were requested, however these fall outside of the scope of this specific project, and therefore are unable to be considered as part of these proposals.

Bill Cotton

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation plan

Annex 2: Consultation responses

Contact Officers: Julian Richardson (Senior Engineer – Central),
(Julian.Richardson@oxfordshire.gov.uk)

April 2024



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 CONSTRUCTION NOTES AND MATERIALS SPECIFICATION.

KEY:

-
- Proposed Footway/Cycleway
- Existing Footway
- Verges

[illegible]

Suitability.

PLANNING

Land to East of Carterton
Brize Norton
Brize Norton Road

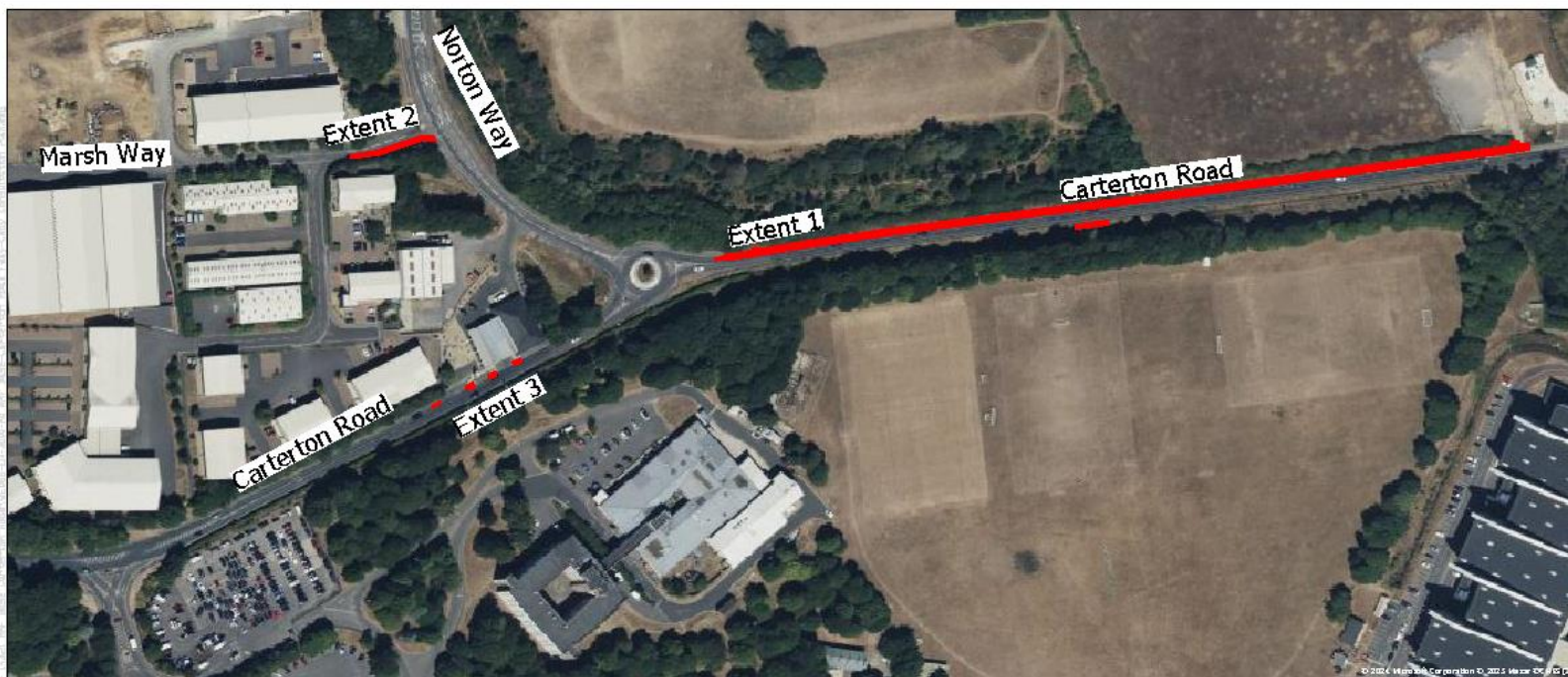
Footway/Cycleway Consultation Plan

DATE: 22/01/2024
SCALE: NTS @ A3
DRAWN: GH
CHECKED: JL



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Key:

	Proposed Footway/Cycleway
	Existing Footway Upgraded
	Grass verge

Rev.	Description	By	Date
1			
2			
3			
4			
5			

Subsidiary: **PLANNING**

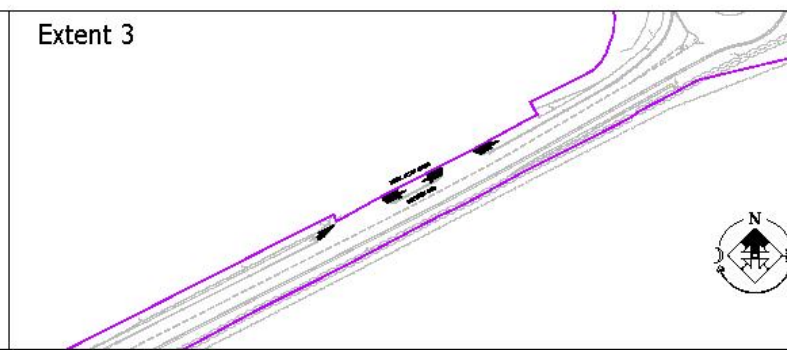
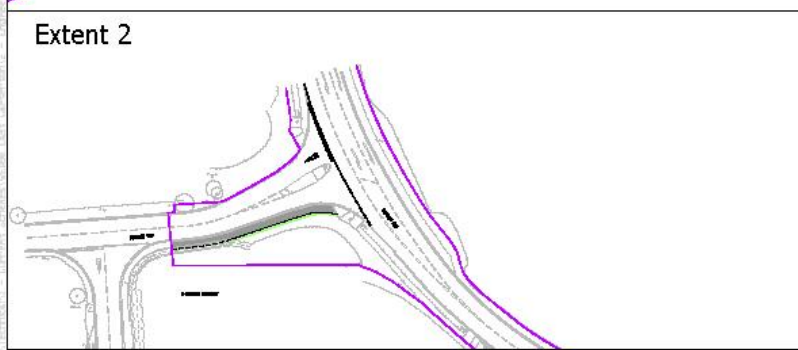
Land to East of Carterton
 Brize Norton
 RAF Base - Carterton Road

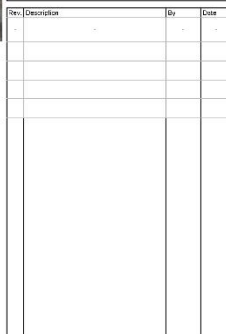
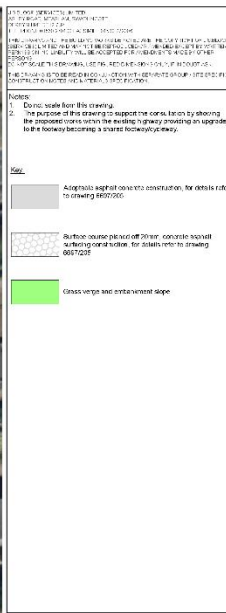
Footway/Cycleway Consultation Plan

DATE: 22/01/2024
 SCALE: NTS @ A3
 DRAWN: GH
 CHECKED: JL



Drawing No. WE088-EN-3000-A0





PLANNING

Land to East of Carterton
Brize Norton
Upavon Way

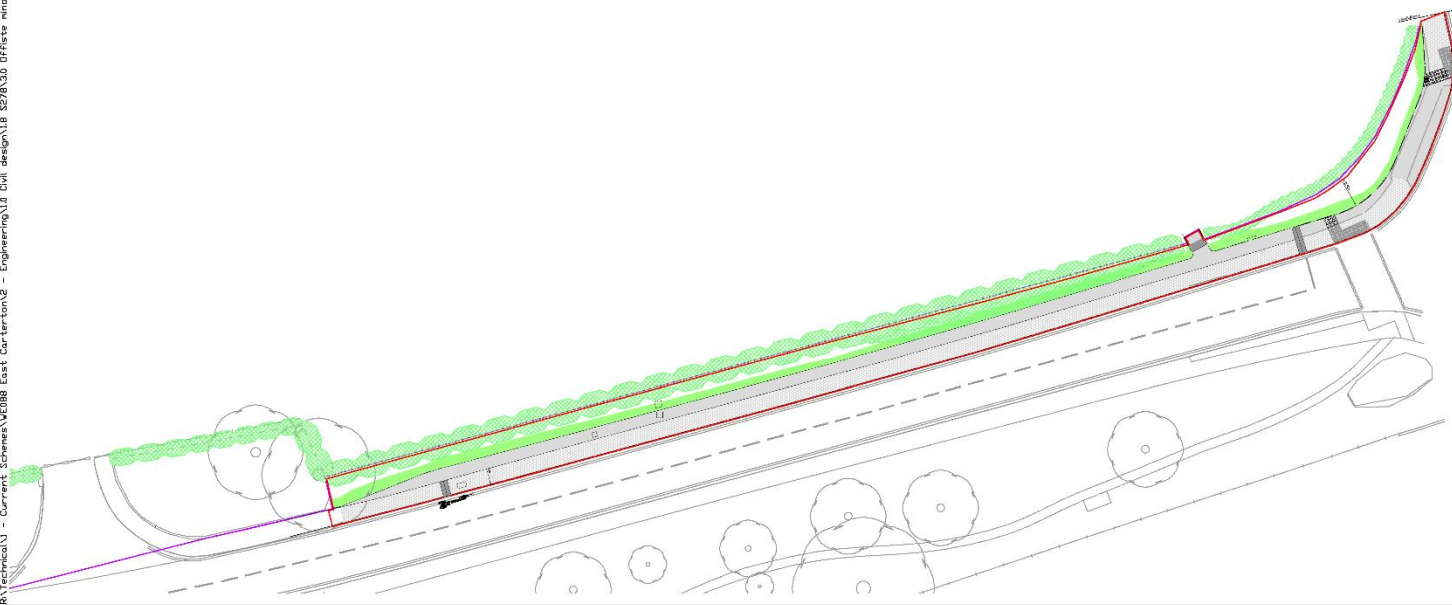
Footway/Cycleway Consultation Plan

DATE: 22/01/2024
SCALE: 1:250 @ A0
DRAWN: GH
CHECKED: JL



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Drawing No. WE088-EN-2000-A0



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	No objection
(2) Carterton Town Council	<p>Support – Carterton Town Council have discussed the proposals and are keen to submit a positive response. They are grateful that these funds are going to be spent, improving cycling infrastructure and safety in Carterton. However, they did raise the issue of connectivity as the paths seem to be independent of each other and are not necessarily on the busiest cycle routes. They wondered if it would be better to have one or two longer, better connected paths than several unconnected paths. They were also keen to ask how the routes were chosen and were keen to point out that a shared use path along the road by the entrance to the RAF Base might be more effective given there had been several accidents along there recently. They would be happy to discuss the routes further if the county council felt this would be useful. If this is not possible then they were keen to stress that they still welcome the proposed shared use cycle paths in Carterton</p>
(3) Brize Norton Parish Council	<p>Partially support – With regards to connectivity, one of BNPC and Brize Norton Neighbourhood Plan visions is to have a shared use foot/cycle path that is ‘fit for purpose’ and links the old village of Brize Norton, the new development of Brize Meadow, and Carterton. The existing shared use foot/cycle path is only 1.5M wide and therefore not ‘fit for purpose’ and it’s difficult for pedestrians to pass each other, especially those with push chairs, next to a 40mph speed limit road.</p> <p>BNPC is pleased that Bloor Homes is not going ahead with their original scheme as detailed in their S276 drawing 3694/SK/206, dated October 2013 which would have been impossible to carry out; and are adopting the BNPC proposal, which is to upgrade the existing foot/cycle path on the north side of Carterton Road to make it ‘fit for purpose’.</p> <p>However, we note that this new shared use foot/cycle path runs from the roundabout at the west end of Carterton Road eastwards but only up to the exit point from Brize Meadow which will be known as ‘The Greenway’. Although this will be of benefit for the residents of Brize Meadow, it will not provide safe and ‘fit for purpose’ connectivity to the old Brize Norton village.</p>

	<p>BNPC therefore requests that the new shared use foot/cycle path is extended 4M eastwards to connect to the new crossover entrance into the Thames Water SPS where the foot/cycle path has already been widened to 3M. From the SPS entrance, continue the new shared use foot/cycle path 40M eastwards to connect into the proposed shared use foot/cycle path which will run along the south side of the Mary Ellis Country Park and exits at the edge of the old village settlement area.</p> <p>With regards to the bus shelter, as Bloor Homes currently owns the land on the north side of the proposed shared use foot/cycle path and it will eventually be transferred to BNPC, there is no reason that the bus shelter could not be set back so that there are no restrictions to this path. If this is not carried out, it will lead to a 44M section of original shared use foot/cycle path which is not 'fit for purpose' and is dangerous because as stated above, it's difficult for pedestrians to pass each other, especially those with push chairs next to a 40mph speed limit road and therefore BNPC would have no option but to request that OCC finish upgrading this section of foot/cycle path which will undoubtedly cost you more in the long run. BNPC suggests that it is logical to carry out all of these works at the same time to provide 'fit for purpose' connectivity as described in our vision above.</p> <p>As we are working closely with Bloor Homes regarding the Brize Meadow development, we will forward this request directly to them and we will also continue to discuss the location of the bus stop on the south side of Carterton Road which we consider to be in the wrong location as it is not in the vicinity of the access point into Brize Meadow.</p> <p>With regards to the proposed shared use foot/cycle paths in Carterton (Upavon Way & Brize Norton Road), BNPC has no further comments to make about them.</p>
(4) Principal Planning Policy Officer, (West Oxfordshire District Council)	<p>Support – We support the proposed works provided there remains safe a sufficient space on the footpath for pedestrians and provided the cycle way is appropriately signposted, lit and surfaced.</p>
(5) Group/organisation, (Royal National Institute of Blind People)	<p>Upavon Way – Object Carterton Road – Object Marsh Way/Norton Way – Object Brize Norton Road – Object</p> <p>RNIB strongly opposes the proposals for these footways to be converted into shared-use paths. Cycleways delineated from the footway area by painted white lines or trapezoidal strips are not sufficiently detectable so should also be avoided. We recommend that segregated, stepped cycleways are installed instead where the cycleway is stepped</p>

	<p>above the level of the road but below the level of the pavement, with a 60mm minimum high kerb and high tonal contrast between the footway and the cycleway. This keeps vulnerable pedestrians safe from fast moving cycles while also keeping cyclists safe from faster moving vehicles.</p> <p>Shared use areas are not inclusive and present potentially serious dangers to both pedestrians with sight loss and cyclists. This is because cycles are extremely difficult for blind and partially sighted people to see or hear, and it is not always obvious to cyclists which pedestrians are blind or partially sighted. There is a real risk of people with sight loss unknowingly stepping into the path of a cyclist, and the cyclist being unaware that the pedestrian hasn't seen them, resulting in a collision.</p> <p>All evidence we have collected suggests that shared use developments are more likely to result in blind and partially sighted people's exclusion from public spaces which negatively impacts their health and ability to engage in society. Our Seeing Streets Differently Report found that 78% of people with sight loss would avoid a shared route with bikes. We have also received reports of significant physical injuries (including broken bones) and lasting psychological damage from people with sight loss who have been hit by cycles in shared use areas. A survey we conducted in 2020 found that 1 in 10 of people with sight loss who had difficulties with making walking journeys because of shared use areas had been run into by a cycle, and more had experienced distressing near misses. In addition to this, we are aware of instances where white canes (a navigation tool used by some blind and partially sighted people) have got stuck in cycle wheels, causing injuries to cyclists, or have been snapped/damaged by cycles.</p>
(6) Local resident, (Carterton, Henley Walk)	<p>Upavon Way – Object Carterton Road – Object Marsh Way/Norton Way – Object Brize Norton Road – Object</p> <p>Shared paths are a danger to pedestrians. Where 20 MPH limit roads exist, cyclists should use them, as that was the justification for introducing them.</p>
(7) Member of public, (unknown)	<p>Upavon Way – Object Carterton Road – Object Marsh Way/Norton Way – Object Brize Norton Road – Object</p>

	Routes for pedestrians are more important
(8) Member of public, (Charlbury, Rochester Place)	<p>Upavon Way – Partially support Carterton Road – Partially support Marsh Way/Norton Way – Partially support Brize Norton Road – Partially support</p> <p>It seems like a half-baked solution. We need proper safe on-road dedicated cycle lanes to keep Oxfordshire's cyclists safe.</p>
(9) Local resident, (Carterton, Cotswold Way)	<p>Upavon Way – Support Carterton Road – Support Marsh Way/Norton Way – Support Brize Norton Road – Support</p> <p>Safer for both cyclists and motorists- as the work is carried out can the footpath where the burford road/Upavon road meet by the lights be widened- it's a narrow busy footpath with the secondary school and the grass is being churned up as a result.</p>
(10) Local resident, (Carterton)	<p>Object – I have several objections to this plan. Have any observations been made as to the use of this pavement? Has anyone actually been out to visit the site to see who uses this pavement.? If so, they would find that the main use of the existing pavement is by the elderly, school children, families .</p> <p>I have a very large Ash tree with protection orders on it can it be guaranteed that it will not be affected by any groundwork involved in this plan ?</p> <p>There are lampposts and newly planted trees sited along the verge, are you planning to resite them ?</p> <p>There is already a problem with drainage during inclement weather, will this may increase with more hard paving being laid.</p>

(11) Local resident, (Carterton)	<p>Concerns – Has a survey been conducted as to how many cyclists use this route. Not many from my observations. The usage of the path in question is by elderly residents, many using walking aids and shopping trolley bags or young children, many in pushchairs and their families, not cyclists.</p> <p>In the proposal, has any consideration been given to the fact that there is a historic ditch, hedges, nesting birds and trees with preservation orders, whose roots might possibly get damaged during the creation of said cycle path. Are you planning to resite lampposts and the newly planted trees along this road. At present drainage of water off the footpath in inclement weather is a problem. With more hard pavement where will this laying water go? Has any consideration been given to maintaining the present grass verge edges abutting the current path to give extra width without unnecessary expense.</p>
(12) Local resident, (Carterton)	<p>Concerns – would like to make a few observations Based on my near 40 years of living on this road.</p> <p>As a long time (Lycra Clad) Cyclist still doing 2000 miles a year I am in favour of anything that makes us safer, however I am also aware that (based on the said 40 years) It is rare to see cyclists on this stretch of footpath. I have conducted two short surveys since receipt of your letter 2 hours yesterday resulting in one child pre teen and one pensioner and today over a similar time frame no cyclists utilising the footpath. I did note however several groups of Lycra Clad however using the road.</p> <p>I would also request clarification as to the location of the path, my reading of the not very detailed plan supplied would seem to show the grass adjacent to the hedge line would remain and the verge adjacent to the road would be dug up to form the cycle way, I am also assuming there would be still a strip of grass left in situ. This would of course mean that the route would be interspersed with the newly replace lamp posts, and would indeed run over several electrical/telephone access covers.</p> <p>On a much more serious note the safety in respect of fast moving cyclist being injured due to the proximity and dense vegetation when vehicles are exiting the properties.</p> <p>It would be very obvious to anyone that carried out a risk assessment that due to the Hedge line visibility is seriously restricted. Great care is necessary when exiting now, however, it is easier to glimpse a pedestrian at 4kph than a cyclist at 15-20kph</p>

	<p>In conclusion I am interested in</p> <ol style="list-style-type: none"> 1. Has a review be carried out in respect of current usage both foot passengers and cyclists. 2. What is the estimated cost of the completed project and projected increase in use . 3. Has a risk assessment been carried out for each of the proposed routes. 4. Please as Paragraph 3 clarify the positioning of the cycleway.
(13) Local resident, (Carterton, Brize Norton Road)	<p>Concerns – The footpath in question does require attention as in places it holds a large amount of water and mud and has been a hazard during the winter months which i have reported on 'fix my street', WODC and also the Carterton Town Hall. Pedestrians as old as 92 and young mothers with prams use this path on a daily basis. They are having to negotiate this after heavy rain and are often electing to cross the busy road to avoid this hazard, which in turn is unsafe and an unnecessary burden which can be an effort for them especially the elderly.</p> <p>Your proposal states this would include additional footpath improvements which i take it would rectify the flooding in question, which is good news.</p> <p>However i have concerns of this path being used by cyclists as well as pedestrians as i have already stated it is used by the elderly and also young mothers with prams.</p> <p>I would request you look at this proposal as a segregated path which would allow both cyclists and pedestrians to use a separate lane each so as to avoid collisions.</p> <p>If segregation is not an option then I believe in my opinion, thought should be given to placing a zebra crossing on the road at a suitable place to allow pedestrians the option to cross the road safely onto the south side of Brize Norton road so they can walk unhindered and without worry on the pedestrian footpath to the town centre.</p>
(14) Local resident, (Carterton, Brize Norton Road)	<p>Concerns</p> <p>(1) Crossing Norton Way from the east, there is a long right bend and blind to your right is a 40mph sign and sometimes you cannot hear approaching traffic from the right. The 30mph sign is at the roundabout and is hidden by trees, suggest moving the 30mph back 50mtrs and put in speed hump with warning signs of pedestrians. cyclists etc.</p> <p>(1A) Exiting from BP onto Carterton Road has to cross the shared path, who has right of way?.</p>

	<p>(2) The pedestrian crossing is fine but path to (3) is narrow</p> <p>(3) This area needs a lot of care, 2 lanes in and 2 out of RAF station</p> <p>(4) The path continues onto Brize Norton Road to Wycombe Way, no end of shared path sign.</p> <p>(5) If the route from (4)-(6) which is the Aldi supermarket was a shared path you would have a fantastic route all the way from Brize Norton to three supermarkets, health centre, market town hall and everything else the town centre offers.</p> <p>(8-8) Is your proposed route (blue line on map) ending on a blind left hand bend which i find dangerous because of eastbound overtaking traffic towards the roundabout.</p> <p>Not only cyclists and pedestrians but there is also the less mobile using their mobility aids, wheelchairs and mobility scooters etc.</p>
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Divisions affected: *Faringdon*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

EATON HASTINGS: A417 LECHLADE ROAD – PROPOSED 40MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of a 40mph speed limit on the A417 at Eaton Hastings as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of a 40mph speed limit on the A417 at Eaton Hastings shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's Accessibility and Road Safety budget.

Equality and Inclusion Implications

3. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

4. The proposals are not considered to have any substantive adverse impacts on sustainability.

Formal Consultation

5. Formal consultation was carried out between 8 February and 1 March 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide

transport, access & disabled peoples user groups, the Vale of the White Horse District Council, the local District Cllrs, Eaton Hastings Parish Meeting and the local County Councillor representing the Faringdon division.

Statutory Consultee Responses:

6. Thames Valley Police objected to the proposals based upon the speed data provided dated 1/8/2022, then also re-iterated their views concerning OCC's policy and practice regarding the setting of speed limits.
7. Buscot Parish Council submitted their support, and the Development Management Team at South Oxfordshire and Vale of White Horse District Councils had no comments to make.

Other Responses:

8. Nine further responses were received during the course of the formal consultation, comprising of one offering partial support, seven in support, and one non-objection.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

10. Officers acknowledge the objection raised by Thames Valley Police, and specifically with regard to their concern over the ability of the proposed limit to achieve self-compliance, and the implications this may have on expectations of Police enforcement.
11. The proposed limit is well supported by the locally affected community and is considered to be a proportionate and appropriate proposal for the road environment concerned, that will have a positive impact on safety for all road-users in the area.

Bill Cotton
Corporate Director, Environment and Place




Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officer: Anthony Kirkwood (Team Leader - Vision Zero),
Anthony.Kirkwood@oxfordshire.gov.uk

April 2024

A417 Lechlade Rd 40mph

Revision 1.0

Legend	
Proposed 40	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	10.10.23	Proposal 1	C.R		

 **OXFORDSHIRE COUNTY COUNCIL**
 Owen Jenkins
 Director for Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 01845 310 1111

Project title: Eaton Hastings A417 40mph Speed Limit

Drawing title:
 Eaton Hastings Lechlade Rd A417
 Proposed 40mph Limit

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 10.10.23	Date checked: 10.10.23	Date approved: 10.10.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Object – Based upon the Speed data provided dated 1/8/2022.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement. Compliance with a new speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (speed data 1/8/2022 shows considerable numbers currently exceeding 46mph and higher) • road environment <p>I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits (40 mph was not included) and I therefore expect full compliance with Circular Roads.</p>

	Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.
(2) Buscot Parish Council	Support – Buscot Parish Council fully supports the proposal to reduce the speed limit to 40mph on the A417 through Eaton Hastings.
(3) South Oxfordshire & Vale of White Horse District Councils, (Development Management)	No objection
(4) Local resident, (Eaton Hastings, A417)	Partially support - I would support a 40mph limit but personally think 50mph is more suitable. Whatever the outcome is we all know that without a police enforcement the limit will be greatly exceeded by many.
(5) Local resident, (Eaton Hastings, A417)	Support - High amount of speeding vehicles. Noise from HGV and bulk lorries.
(6) Local resident, (Eaton Hastings, A417)	Support - I have lived here for over 60 years and the amount of traffic using the A417 has risen substantially. The biggest problem is with lorries rattling through at alarming rates
(7) Local resident, (Eaton Hastings, Eaton Hastings Church Road)	<p>Support - There is a strong need for the proposed speed limit :</p> <p>a) because it is in a built up area with children and other vulnerable adults</p> <p>b) because there are several side roads with no visible views of oncoming traffic due to blind cambers etc. Motor bike and other traffic regularly come along the A417 at excessive speeds</p> <p>I wish to emphasise that the restriction needs to cover where the lane from Eaton Hastings church meets the A417. Entering the main road from it it is impossible to see traffic going towards Faringdon yet traffic on the A417 is often going at over 70 miles an hour</p>

(8) Local resident, (Eaton Hastings, Kilmester Farm Track)	Support - continual high speed driving through the village especially motorcycles resulting in danger , noise and pollution
(9) Local resident, (Eaton Hastings, Eaton Hastings Church Road)	Support - it is a dangerous road which people drive fast on so I think a 40 limit will force people to slow down as hill with blind turnings--there is no reason why it should not be done to protect the community
(10) Local resident, (Eaton Hastings, Eaton Hastings Church Road)	Support - The speed limit is too fast coming through a built up area and down the hill with turnings coming into the main road
(11) Local resident, (Eaton Hastings)	<p>Support – would like to state that we both fully support the proposal of reducing the speed limit to 40 mph at Eaton Hastings on the A417 as well as for some distance before and after the 'gates' marking the village.</p> <p>We live off the lane that leads to the church and it is a very dangerous turn in and out, especially when traffic is hurtling along. In addition I know that the high speed (illegal in some/many cases I'm sure) traffic causes great concern for the habitants of the village near the road. I think it is a miracle of sorts that a significant accident has not occurred.</p>
(12) Local resident, (Eaton Hastings, A417)	No objection - For the safety and wellbeing of residents and visitors to the village. We have been campaigning for this reduction in speed for many years.

Divisions affected: *Carterton South and West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

LITTLE FARINGDON PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Little Faringdon as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit in Little Faringdon as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

3. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

4. The proposals would help encourage walking and cycling within Little Faringdon by making them safer and more attractive.

Formal Consultation

5. Formal consultation was carried out between 21 February and 15 March 2024. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Little Faringdon Parish Meeting, Langford Parish Council, and the local County Councillor representing the Carterton South and West division.

Statutory Consultee Responses:

6. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection.
7. Oxford Bus Company submitted a non-objection, citing that no regular public buses services operate along the road concerned.

Other Responses:

8. One response was received via the online survey from a local resident during the course of the formal consultation, citing the belief that like all of the other 20mph zones installed in Oxfordshire, the proposals were an unnecessary waste of valuable taxpayers money, which would be better spent on projects to benefit communities.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

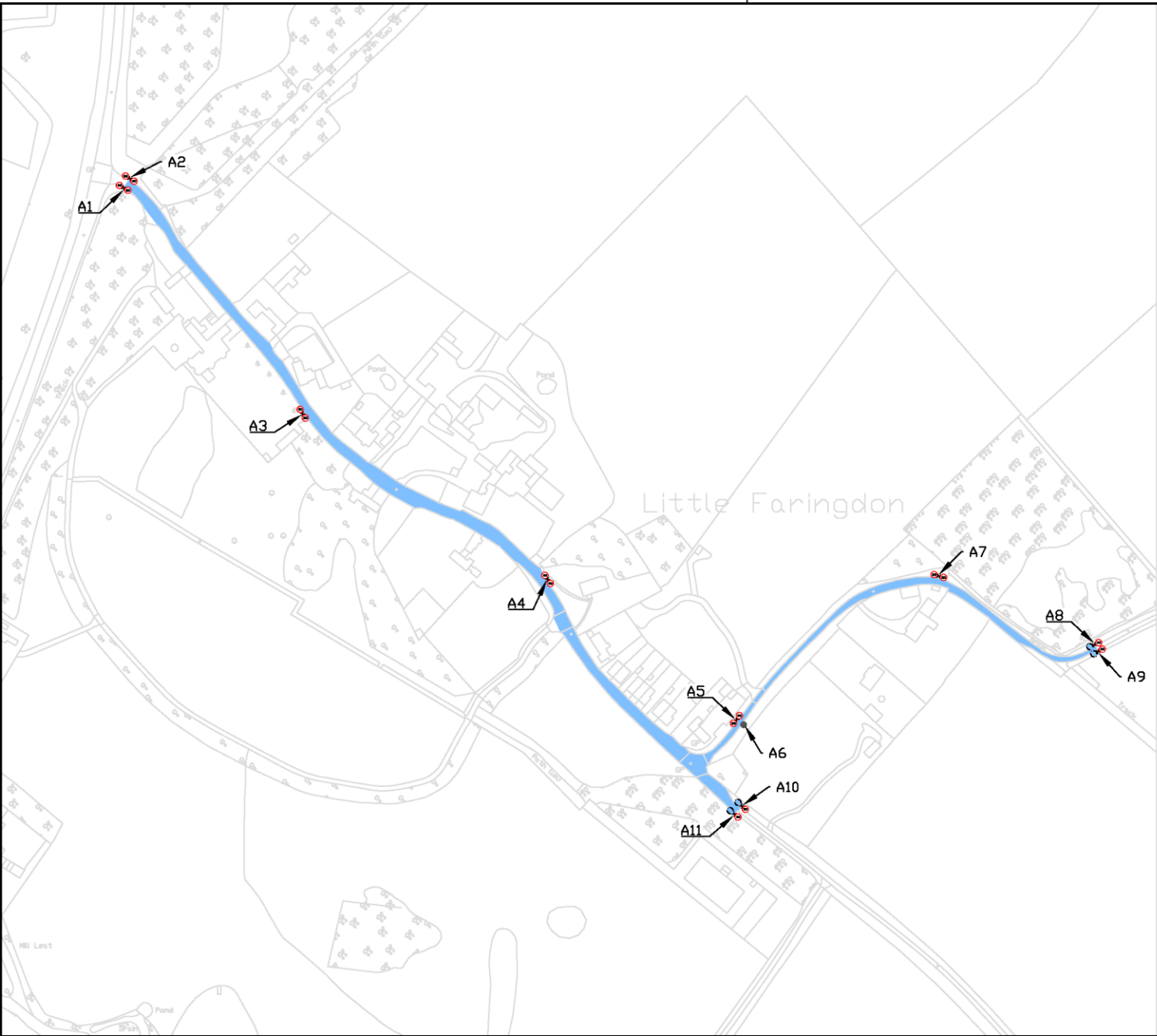
10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. Officers acknowledge the concerns held by Thames Valley Police in relation to the 20mph transformation programme and value their continued engagement.
12. With reference to the single objection received, the points raised are of a general dissatisfaction with the county-wide 20mph programme. No substantive or specific points have been raised regarding the proposed scheme at Little Faringdon.


Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officer: Anthony Kirkwood (Team Leader - Vision Zero),
Anthony.Kirkwood@oxfordshire.gov.uk

April 2024



Drawing No.		revision			
Notes:					
<div style="display: flex; align-items: center;"><div style="width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></div>Proposed 20mph limit</div>					
© Crown Copyright and Database rights 10023943 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: flex; align-items: center;"><div style="margin-right: 10px;">OXFORDSHIRE COUNTY COUNCIL</div><div><small>Bill Cotton Director of Community Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small></div></div>					
Project title					
Little Faringdon 20mph					
Drawing title					
Sheet A					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	GJB	Approved by
	Date drawn	12/12/23	Date checked	12/12/23	Date approved
					GJB
Oxfordshire Project No. & File Ref					
Drawing No.			Revision		

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group Bus Operator)	<p>No objection – No regular public buses services operate along the road concerned. We thus offer no objection.</p>
(3) Local resident, (not supplied)	<p>Object – Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing. The pity is that valuable public funds are being wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.</p>

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Divisions affected: *Charlbury & Wychwood*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

SHIPTON-UNDER-WYCHWOOD: PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Shipton under Wychwood as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit in Shipton under Wychwood as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

3. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

4. The proposals would help encourage walking and cycling within Shipton under Wychwood by making them safer and more attractive.

Formal Consultation

5. Formal consultation was carried out between 1 February and 23 February 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Shipton-under-Wychwood, and Ascott-under

Wychwood Parish Councils, and the local County Councillor representing the Charlbury and Wychwood division.

Statutory Consultee Responses:

6. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection.

Other Responses:

7. 17 responses were received during the course of the formal consultation, comprising of six objections (35%), four partially supporting (24%), and seven in support (41%).
8. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category,

View/Opinion	Number of responses
Unnecessary	1
Waste of money	5
Will increase pollution	1
Increased danger from driver frustration / overtaking	1
Will not be respected / will make no difference	1
No safety justification	2
Will not be enforced	1

9. Those who responded online (15), were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	2 (13%)
Yes – cycle more	3 (20%)
No	9 (60%)
Other	1 (7%)

10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to Objections/Concerns

11. Objections raised are concerned with the perception that the proposed change to 20mph is unsubstantiated based on historic data and anecdotal accounts of road safety in the village.
12. Those partially supporting the scheme expressed concern over the inclusion of the A361, citing its suitability for 20mph, and also raised the lack of a transitional speed limit 'buffer' on the A361 near to Dog Kennel Lane.
13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – reducing the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
14. The scheme therefore seeks to appeal to the potential latent desire for active travel, and to create an environment that improves the future opportunity and willingness for the same. Whilst a substantiating need for these outcomes is not necessarily directly demonstrable from historic accounts of road safety alone, it is nevertheless considered that the proposed measures will make a positive and effective contribution.
15. The A361 is the key corridor linking the village. Its inclusion in the scheme is essential to provide the intended connectivity and to make active travel in the village viable.
16. The treatment of the terminal point near to Dog Kennel Lane is consistent with the other terminal points in the village, and with the broader approach to the conversion of 30mph to 20mph across the county under the transformation programme.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officer: Anthony Kirkwood (Team Leader - Vision Zero),
Anthony.Kirkwood@oxfordshire.gov.uk

April 2024

Drawing No.

revision

Notes:


Proposed 20mph limit

Existing 20mph limit

Existing 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE
COUNTY COUNCIL**

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Oxfordshire County Council
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Project title

Shipton-under-Wychwood 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB
	Date drawn 10/05/23	Date checked 12/05/23	Date approved 12/05/23

Oxfordshire Project No. & File Ref

Drawing No.

Revision



RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits – GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local Resident, (Milton under Wychwood)	<p>Object – A waste of money on a scheme which will not be enforced</p> <p>Travel change: No</p>
(3) Local Resident, (Shipton under Wychwood)	<p>Object – I write to express my objection to the proposed 20 mph speed limit in Shipton-under-Wychwood.</p> <p>Department for Transport guidelines indicate that appropriate considerations are:</p> <p>Current speed of traffic Rural character-rural or urban Collision history</p> <p>Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. They are most appropriate on roads that are very narrow, through engineering (calming) or on-road parking.</p> <p>The A361 which runs through the village is a main arterial route. Schemes need to aim for compliance with the new speed limit, and not rely on occasional Police enforcement, which is correctly focused on casualty reduction at locations where a problem is known and evidenced, rather than perceived safety. I am not aware that either Shipton or Milton has a recognised collision focus. In short, what is the problem that this proposal seeks to address?</p>

	<p>A 20 mph speed limit is indicated by terminal speed limit signs, and amendments to TSRGD (January 2012) require at least one speed limit repeater sign to be placed. Experience elsewhere show that 20 mph signs proliferate. Signing likely with this proposal, with the resultant street clutter, is not in keeping with our villages. It is visually unwelcome and unnecessary.</p> <p>On any sensible performance related criteria, a reduction on the open sections of a few mph is not value for money, and if it had to be financed by the Parish Council it would fall very low on any list of priorities. The fact that these schemes are locally driven but financed by central Government is leading to inappropriate initiatives which can only disappoint local residents. Funds would be better spent on road surface repairs or specific measure for targeted or evidenced requirements, e.g. crossings or calming at specific locations such as schools etc.</p> <p>The link between driver recognition, respect and understanding of where an appropriate limit starts and ends is crucial, and where this scheme falls down. With a minority of drivers potentially respecting and complying with a 20 mph limit, specifically on the A361, bunching will occur with long lines of traffic spending longer in the limit closer together. This can lead to higher emissions and difficulties for pedestrians crossing the road and traffic egressing from side roads, thus adding to not reducing hazard potential. Evidence noted elsewhere has shown that this aspect can leave drivers frustrated and potentially making risky overtakes. Cars travelling at 20 mph will inevitably be in a lower gear, which adds to fuel consumption as the engine is not running efficiently.</p> <p>Applications in our villages for these schemes should follow DFT guidelines, considering the criteria cited, before any rash application of a blanket low limit is applied.</p>
(4) Local Resident, (Shipton under Wychwood, Oak Drive)	<p>Object – I have lived in shipton for 3 years and I have seen no accidents and drivers seem to obey the speedlimit. the main burford to chipping norton road in particular should remain at 30 miles an hour but I think the current risks of accidents are low in shipton and so 20 miles an hour is a disproportionate repsonse so I object and believe all of the speed limits should remain at 30. I think reducing limit to 20 will not be supported and think it will encourage frustrated car drivers to overtake 20 miles an hour cars and this increases the risk of accidents</p> <p>Travel change: No</p>
(5) Local Resident, (Shipton under Wychwood, Sinnels Field)	<p>Object – The A361 is a main road and I believe 30 is adequate. It is a fairly wide road with good visibility. Having lived here for a long time I am unaware of accidents involving cars, cyclists or pedestrians due to the speed being set at 30. The roads with a 60mph limit outside the village are far more dangerous. I would rather see the money being spent on potholes and other road improvements instead of wasting it on unnecessary speed reduction measures.</p>

	Travel change: No
(6) Local Resident, (Shipton under Wychwood, Magpie Alley)	<p>Object – The A361 is a busy road, so by pushing the speed limit down, you will force the road users to spend more time travelling through the village. This will cause further pollution and has been shown to not have an effect on road safety. The police have already said that they are not enforcing these new limits and having to drive through Milton, Bloxham, Chipping Norton and Witney where they are already in force, very few people currently obey the limits. While I know the money is only for the speed limits, it could have spent more wisely by filling in potholes, repainting lines etc rather than speed limits which are not being enforced and which many people don't want.</p> <p>Travel change: No</p>
(7) Local Resident, (Shipton under Wychwood, Mawles Lane)	<p>Object – Reducing the speed limit through the village will not significantly affect safety in the area. This would be a waste of public funds.</p> <p>Travel change: No</p>
(8) Local Resident, (Shipton under Wychwood)	<p>Partially support – I am in favour of much of it, however I VERY STRONGLY OBJECT to the proposal to implement the 20MPH limit on the A361 element of this plan. The reason being that to my knowledge and based on statistics I have found, and in the absence of any statistics being provided by the Parish Council (very poor consultation as none provided in their FAQ document), there have been no pedestrian or cyclist injuries or fatalities within at least the last 23 years on the A361 caused by vehicles. There have also been only a very small number of vehicular incidents with no significant injuries. Furthermore this section of the A361 has several points of natural traffic calming e.g. the pedestrian crossing and several sharp bends, plus the road is provided with pavements along all of the length where there is property.</p> <p>I would like to add that should it be decided not to implement the 20mph on the A361, what should happen is that several '30 roundels' should be painted in the road. This would be done if the 20 were implemented at the moment there are none and there is very little by way of signage to indicate/reinforce the existing 30 limit.</p>

<p>(9) Local Resident, (Milton under Wychwood, Bruern Road)</p>	<p>Partially support – I object to 20mph on 361. It is a main road well controlled by 30mph. If lorries travel at 20mph noise and fumes will increase. There are better uses for the money e.g. maintaining the roads</p> <p>Travel change: No</p>
<p>(10) Local Resident, (Shipton under Wychwood, Burford Road)</p>	<p>Partially support – Firstly, I want to put on record my support for the work of the Parish Council volunteers on this issue. As a former Parish Councillor, it would also be remiss of me not to draw attention to the behaviour of a very small number of this scheme's opponents. While traffic measures are always a controversial topic and everyone has the right to object in a constructive manner, letters and emails containing name-calling, libellous accusations and abuse have no place in public discourse and that minority who have sent communications of this nature to Parish Councillors (who are ultimately volunteers in service of the community) should be thoroughly ashamed of themselves.</p> <p>I broadly support the 20mph scheme, confident that the substantial benefits to public safety outweigh the nominal increase to journey times. I don't buy into the "frustration of drivers" arguments, being of the view that anyone with such little control of their temper should reflect on whether they belong on the road at all.</p> <p>However, along with S-U-W Parish Council and several county councillors, I believe the 60mph to 20mph transition on the A361 by Tall Trees to be an error, an error I can only hope has less consequence than I expect. Unfortunately, the Parish Council's concerns on this matter have been ignored and the request and subsequent petitioning for a small 30 or 40mph transition zone on this section of road has been overruled by OCC without proper explanation or indeed the diligence or courtesy of a site visit. Regrettably, for the benefit of the wider scheme, OCC's unilateral determination on this matter had to be accepted against the wishes of the majority. OCC should be reminded of this misguided decision each time there is a related accident on this corner in the hope that it will be reviewed.</p> <p>Travel change: Other</p> <p>It will not make me walk any more, but I will feel substantially safer when I do so.</p>
<p>(11) Local Resident, (Shipton under Wychwood, Leafield Road)</p>	<p>Partially support – The A361 does not in my opinion require a 20MPH limit. In the absence of any statistics provided by the PC, in their previous consultation or FAQ's. I found some which went back over 23 years and there are no recorded pedestrian or cyclist incidents involving a vehicle. Some minor vehicular incidents with no serious injuries. The A361 has several naturally occurring traffic calming places, plus it has significant pavements often both sides, where all the properties and businesses are located which people may wish to access on foot. The recently implemented 20MPH in the</p>

	<p>neighbouring Milton u Wychwood appears to have had little effect on the speed of vehicles plus the signage is in some cases obscured or has been turned around.</p> <p>Travel change: No</p>
(12) Local Cllr, (Shipton under Wychwood, Milton Road)	<p>Support – Traffic currently travels far too fast through the village, especially on the A361, making it dangerous and unpleasant for both pedestrians and cyclists. Even if this scheme is implemented, we still have direct residential frontages, well within the parish on the A361 south of the village, where the speed limit remains at 60mph which is frankly dangerous. We have repeatedly requested for this to be reduced in line with the northern entrance to the village.</p> <p>Travel change: Yes – walk/wheel more</p>
(13) Local Resident, (Shipton under Wychwood, Ballards Close)	<p>Support – There is 20mph all around us so people speed in our area and over the past 4 weeks I have nearly been run over using the ZEBRA CROSSING including one driver looking at me whilst he was driving past me!!!</p> <p>Travel change: No</p>
(14) Member of public, (Shipton under Wychwood, Courtlands)	<p>Support – Safety of pedestrians and cyclists and disabled</p> <p>Travel change: Yes - cycle more</p>
(15) Local Resident, (Shipton under Wychwood, High Street)	<p>Support – Thank you for considering the issue of a 20mph speed restriction through the village and for giving us the opportunity to comment. I live with my family at Monks Gate on the High Street (OX7 6BA). We absolutely love the village and the community but are constantly worried about the road. Outside our house the pavement is incredibly narrow and there is almost nothing between our front door and the road. We have a car parking area next to the house where the children like to play but we are always worried in case the gate opens and they stray into the road. Like many other families in the village we walk to school together every day, which also involves walking along very narrow pavements right beside the road. Another frightening area is right opposite the Wychwood Inn, where the pavement narrows and cars often speed around the corner.</p>

	<p>The volume of traffic these days is quite high and so it is all a constant worry. Mostly we are concerned about our children but we also have pets and older relatives visiting, all of whom are at risk of traffic. There are so many families in the village with young kids who have to negotiate the road each day. It is also very dark in the evenings.</p> <p>For all of these reasons we would wholeheartedly support a twenty zone. They seem to be working in other areas. It isn't a huge ask on drivers to slow down just for this stretch of road. There may also be other benefits such as health, climate, noise reduction.</p> <p>Travel change: Yes - cycle more</p>
(16) Local Resident, (Shipton under Wychwood, Coombes Close)	<p>Support – Really looking forward to traffic speeds reducing through and around the village. I have found it much more pleasant to walk around Milton where they have already introduced a 20mph speed limit. Looking forward to a similar experience in Shipton. I think it will be particularly beneficial for older pedestrians (and older drivers) and children.</p> <p>Travel change: Yes - cycle more</p>
(17) Local Resident, (Shipton under Wychwood, Fiddlers Hill)	<p>Support – There is so much traffic using that road and not sticking to the 30mph speed limit and it's dangerous</p> <p>Travel change: Yes – walk/wheel more</p>
(18) Local Resident, (Shipton under Wychwood, Plum Lane)	<p>Support – The village is bisected by the busy A361 road with five dangerous bends and thus it needs to have a 20 mph limited plus most of the roads leading off it including Milton Road part of which is also in a 20 mph speed limit area.</p> <p>Travel change: No</p>

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Divisions affected: *Deddington*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

STEEPLE ASTON PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to:

- a) **Approve the introduction of 20mph speed limits in Steeple Aston as advertised.**

Executive Summary

2. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit in Steeple Aston as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Steeple Aston by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 22 February and 15 March 2024. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the

Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Steeple Aston Parish Council, and the local County Councillor representing the Deddington division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection.
8. Steeple Aston Parish Council confirmed their support for the proposals, but did object to the proposed number of repeater signs associated within the scheme, especially considering the fact that Steeple Aston is considered a historic conservation village.
9. The Development Management team at Cherwell District Council had no immediate observations to make in relation to the proposals

Other Responses:

- 10.45 responses were received during the course of the formal consultation, comprising of 11 objections (24%), seven partially supporting (16%), 22 in support (49%), and five submitting a non-objection (11%).
11. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category,

View/Opinion	Number of responses
Unnecessary	7
Waste of money	6
Will increase pollution	1
Only appropriate outside school	1
No safety justification	1
Cannot / will not be enforced	1
People should be permitted to use their own judgement	1

12. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	4 (9%)
Yes – cycle more	2 (4%)
No	39 (87%)

13. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
15. Officers have considered the objections received, many of which state the proposals as being unnecessary based on existing traffic speeds already being naturally constrained, to potentially less than 20mph, due to the layout and arrangement of the roads in the village.
16. Where speeds are already at or around the intended 20mph limit it is still considered by Officers that benefit could be had by formalising the naturally occurring low speed of traffic and further normalising to drivers the presence of 20mph limits to promote the cultural shift in driver behaviour desired.
17. Officers note the concerns of the Parish Council. However, as this is a 'signs and lines' only initiative, the scheme is inherently dependent on a suitable number of repeater signs for the scheme to be effective. Officers always seek to reduce the level of signing to only that which is considered necessary.


Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

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April 2024



Drawing No.		revision		
Notes:				
<div><div></div>Proposed 20mph limit</div>				
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Rev.	Date	Purpose of revision	Drawn	Checked/Approved
<div><div> OXFORDSHIRE COUNTY COUNCIL</div><div>Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</div></div>				
Project title				
Steeple Aston 20mph				
Drawing title				
General Layout				
Drawing Status				
Scale @ A3	Drawn by	Checked by	Approved by	
	ER	GJB	GJB	
Date drawn	Date checked	Date approved		
29/08/23	07/09/23	07/09/23		
Oxfordshire Project No. & File Ref				
Drawing No.			Revision	

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits – GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Steeple Aston Parish Council	<p>Support – We as the Steeple Aston Parish Council - support the 20mph but we object to 18 repeater signs proposed in this a historic Conservation village.</p> <p>We as the Parish Council will accept 6 double sided repeater signs that we will install at what we consider to be critical points. Please could poles be supplied for the signs.</p>
(3) Cherwell District Council, (Development Management)	<p>No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(4) Local resident, (Not given)	<p>Object – Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing. The pity is that valuable public funds are being wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those</p>

	<p>responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.</p> <p>Travel change: No</p>
(5) Local resident, (Steeple Aston, Fenway)	<p>Object – Why waste money on new signs when you can barely reach 30mph throughout most the village anyway.</p> <p>Travel change: No</p>
(6) Local resident, (Steeple Aston, Grange Park)	<p>Object – This is a waste of time and money as it almost impossible get faster than 20mph as it stands what with the road layout, sight lines and the plethora of parked vehicles.</p> <p>Travel change: No</p>
(7) Local resident, (Steeple Aston, North Side)	<p>Object – Steeple Aston, by nature, has very narrow and twisty roads and with the amount of car parking on the roads at present, it is almost impossible to exceed 20mph. With little or no police presence in the village, any speed limit is unenforceable.</p> <p>Travel change: No</p>
(8) Local resident, (Steeple Aston, Paines Hill)	<p>Object – Please let people use their own judgement on how to drive. Any reasonable person will tailor their speed to suit the conditions, such as slowing by the school at the start and end of the school day, and when passing horses etc. If you insist on telling everyone what they must do all the time no-one will ever think the situation through for themselves. Regardless of what you do, those who drive inappropriately now, and have a total disregard for the law, will continue to speed.</p> <p>Travel change: No</p>
(9) Local resident, (Steeple Aston, South Side)	<p>Object – Completely pointless - most traffic through the village only travels at 20 anyway. Waste of County Council money on signage. No more signage - there is far too much contributing to visual clutter already in the conservation zone.</p>

	Travel change: No
(10) Local resident, (Steeple Aston, South Side)	<p>Object – I strongly object to this proposal on the following grounds.</p> <ol style="list-style-type: none"> 1. Twenty's Too Slow. Here in the countryside one can't get anywhere without driving through a village; reducing the speed limit this much increases journey times and frustration, which can lead to more accidents. 2. 20-limits *INCREASE* noise and pollution as engines - and electric vehicles - perform better at higher speeds. A 25 mph limit might be more sensible, as used in residential areas of the USA for example. 3. If reducing the speed limit to 20 makes such a huge difference, why stop at 20? Why not 10 mph - or even better, 0 mph: no accidents then! 4. There is *NO* scientific evidence that 20 limits have *ANY* effect whatsoever. The *ONLY* scientific studies (Department for Transport, 2018; Journal of Epidemiology, 2022) - as opposed to hysterical nonsense from single-issue pressure groups such as "Brake" - showed that lowering the limit from 30 to 20 had *ZERO* impact. Why then push this discredited policy? 5. The reality is that virtually all accidents in 30 mph areas happen at less than 20 mph anyway. So reducing the speed limit further is irrelevant. 6. The vast sums of money being wasted on this ineffective policy would be better spent on repairing our crumbling roads: the worst in the UK, and a far-more pressing health-and-safety issue than 20 mph virtue signaling. 7. The proliferation of random speed limits makes our roads even more dangerous as they distract drivers and prevent them from exercising their own judgement. 8. Stop indoctrinating our children at school with your "20's good; 30's bad" propaganda! Bring back the Green Cross Code and stop playing political games with our roads! <p>Travel change: No</p>
(11) Local resident, (Steeple Aston, South Side)	<p>Object – Completely pointless and a waste of Council money on signage which is also cluttering up the Conservation Zone.</p> <p>Travel change: No</p>
(12) Local resident, (Steeple Aston, South Side)	<p>Object – No reason for reducing speed limits (not many accidents in the village). Most drivers see sensible</p> <p>Travel change: No</p>

(13) Local resident, (Steeple Aston, Fir Lane)	<p>Object – I've lived here twelve years with my wife and five children and we have never in all that time found speeding was a problem or a risk. We walk around the village a lot. Better pavements by the school and the pub might help as would more yellow lines to prevent thoughtless parking. Speed is the least of the issues.</p> <p>Travel change: No</p>
(14) Local resident, (Steeple Aston, Southside)	<p>Object – There are streets in Steeple Aston here a reduced speed limit would be justified (eg outside the school/village hall) but a blanket approach is wrong and unnecessary. Why stop at 20 mph? Why not 10? 5? 2 mph?</p> <p>Travel change: No</p>
(15) Local resident, (Steeple Aston, Bradshaw Close)	<p>Partially support – DRIVING at such a slow speed gives drivers the option of looking around instead of concentrating on the road whereas at 30 miles an hour responsible drivers keep their eyes on the road</p> <p>Travel change: No</p>
(16) Local resident, (Steeple Aston, Nizewell head)	<p>Partially support – Think this is only necessary by the schools</p> <p>Travel change: No</p>
(17) Local resident, (Steeple Aston, Southside)	<p>Partially support – Ideal near school but not needed elsewhere</p> <p>Travel change: No</p>
(18) Local resident, (Steeple Aston, The Crescent)	<p>Partially support – While reducing speed it increases pollution. Speed bumps would be a better option at traffic control</p> <p>Travel change: No</p>

(19) Local resident, (Steeple Aston, Jubilee Close)	<p>Partially support – There are so many cars park Ed inroads through the village you cannot go faster at present more than 20 mph</p> <p>Travel change: No</p>
(20) Local resident, (Steeple Aston, Northside)	<p>Partially support – With the way drivers use the village as a race track. I don't think reducing the speed limit will make any difference at all</p> <p>Travel change: No</p>
(21) Local resident, (Steeple Aston, Southside)	<p>Partially support – Support at school & park, sports field but no where else.</p> <p>Travel change: No</p>
(22) Local resident, (Steeple Aston, Bradshaw Close)	<p>Support – Due to the narrowness of the roads, it is not practical to safely drive much above 20mph. Driving at 30mph is not necessary since there are no through routes. There are many children, elderly people and animals (dogs, horses) crossing/using the roads who would benefit from slower vehicle traffic.</p> <p>Travel change: No</p>
(23) Local resident, (Steeple Aston, Cow Lane)	<p>Support – People drive so fast, especially past the school and through to Middle Aston. The whole village needs a 20 mph limit.</p> <p>Travel change: No</p>
(24) Local resident, (Steeple Aston, Cow Lane)	<p>Support – Steeple Aston has all narrow roads. It had school traffic and a couple of stables along with narrow roads it's virtually impossible to drive safely over 20 mph anywhere. Compared to other local villages it most certainly qualifies for 20 mph limit. There should be no argument against. Thanks.</p>

	Travel change: Yes - cycle more
(25) Local resident, (Steeple Aston, Fenway)	Support – Safety reasons. 20 mph limit is long overdue. Travel change: Yes – walk/wheel more
(26) Local resident, (Steeple Aston, Fenway)	Support – It is much safer especially as there are children and horses in the village. It is also near impossible to drive at 30mph throughout most of the village. Those not familiar with the village (e.g. delivery drivers) might therefore drive too fast. Travel change: No
(27) Local resident, (Steeple Aston, Fir Lane)	Support – Will make our streets safer Travel change: No
(28) Local resident, (Steeple Aston, Grange Park)	Support – Make it safer for walkers and bicyclists Travel change: Yes – walk/wheel more
(29) Local resident, (Steeple Aston, Grange Park)	Support – It makes sense, there are lots of narrow roadways with on-street parking reducing visibility. It will hopefully slow drivers who habitually ignore the current 30mph limit. Travel change: No
(30) Local resident, (Steeple Aston, Grange Park)	Support – Good idea as there is no need to drive any more quickly through our village. Please could there be speed enforcement along Fenway and North side to help ensure that parents dropping off or picking up children from the school comply. I often see cars speeding along these roads during these times which is completely unnecessary and can put residents and their pets at risk, especially in bad weather.

	Travel change: No
(31) Local resident, (Steeple Aston, Grange Park)	Support – We have far too many near misses due to excess speed Travel change: No
(32) Local resident, (Steeple Aston, Heyford Road)	Support – I believe 20mph limit is a safe option and also a green choice Travel change: No
(33) Local resident, (Steeple Aston, Lawrence Fields)	Support – Other local speed restrictions have modified my behaviour, and I tend to drive at ~20mph in built-up areas by default. I strongly support this proposal. Travel change: Yes – walk/wheel more
(34) Local resident, (Steeple Aston, Nizewell Head)	Support – Steeple Aston's roads and pavements, where they exist, are very narrow and our village is one that definitely would benefit from the 20 mph speed limit. However, some of the other introductions of 20 mph speed limits in the local area, eg, A4260 through Deddington, make little sense on arterial routes that are wide and clear. Travel change: No
(35) Local resident, (Steeple Aston, Paines Hill)	Support – Living on Paines Hill, one of the main through routes in the village, and on the main school run/route through to the newly opened cafe, and at the narrowest part of the road, which is only wide enough for one vehicle, we frequently witness near misses which are not helped by people speeding. If people were approaching the pinch point in the road at a lower speed, then that may help (we have witnessed two separate wing mirror clashes in the last 10 days). In addition to the road narrowing we have several points where the pavement narrows too and people end up having to walk in the road - a lower speed limit (if obeyed) would help mitigate the risks that this creates. Visibility is a big part of the problem - and I appreciate that this won't be solved by the speed reduction, however, it will allow more time for reaction. I think there are additional, low cost, low intervention, methods that would help on Paines Hill, but reducing the speed limit is a good start.

	Travel change: No
(36) Local resident, (Steeple Aston, South Side)	<p>Support – In a lot of Steeple Aston 20 mph is the fastest you can drive anyway because of narrow streets and parked cars so reducing the speed limit really won't make that much difference. Except to people who drive too fast anyway.</p> <p>Travel change: No</p>
(37) Local resident, (Steeple Aston, South Side)	<p>Support – The main road through the village with cars parked along, and people walking with children and dogs, definitely are a good reason to change speed limit to 20mph. Living close to entry/exit road, I would be happy to see a change resulting in people slowing down before they pass the current 30mph sign, and start accelerating when near the sign when they leave the village. Right now it seems like the sign does not exist for most and they only slow down when they are getting close to the Red Lion, when driving into the village, and when they leave, they accelerate as soon as they pass Red Lion as if trying to get 60mph at the sign.</p> <p>One other comment, considering potential new development opposite Townend, it would be good if the new limit started even earlier, i.e. before the entrance to the new housing estate.</p> <p>Travel change: Yes – walk/wheel more</p>
(38) Local resident, (Steeple Aston, South Side)	<p>Support – Strongly supported.</p> <p>In the six years since we have moved into South Side the number of children under the age of six has increased from two to twenty one and at the same time the number of cars parking on the side of the road has increased considerably. There are very real safety risks as a result of the increasingly tight roadway (the bus barely has 12" clearance at points). Vehicles coming down the road at speed have limited visibility at several choke points (outside Nizbit House, an area with 9 children; outside the Rise - an area with 6 children) and there is not sufficient reaction time for a driver to stop if a previously unseen child were to run out if the driver was going at 30.</p> <p>Drivers coming on to Southside from the pub end of the road are invariably going faster than 30 because the road is on a downwards slope and widens considerably towards Greenacre before narrowing sharply. Equally drivers coming up the road often get through the right spot near Nizbit house and then speed up towards the opening road.</p> <p>The problem is particularly acute between 0800-0830 and 1500-1600 when parents are rushing to collect their children from School, most of whom drive large SUV/4x4 vehicles.</p> <p>In the interests of child safety, a limit of 20mph would be in the interests of the village.</p>

	Travel change: No
(39) Local resident, (Steeple Aston, Southside)	Support – Narrow streets with lots of parked cars. 20mph would be safer for all. Travel change: No
(40) Local resident, (Steeple Aston, Southside)	Support – Retired police officer aware of tragedy of road accidents. Village is comprised mainly narrow roads and 30 can feel quite fast where parked cars narrow the roads even further. There is a fair amount of pedestrian traffic, not least near the school. A lowering to 20 elsewhere has often felt ridiculous but this particular proposal is reasonable. Though injury stats minimal for the village I dare say there's been plenty of bent metal. And reducing such accidents is still laudable. Travel change: No
(41) Local resident, (Steeple Aston, Water Lane)	Support – If I were run over by a car by accident in the village I know that at 20mph I have a much better chance of living and also of not receiving severe wounds. Altogether safer. Travel change: No
(42) Local resident, (Steeple Aston)	Support – I strongly support the proposals, which will make out streets more pleasant and safer for all. Travel change: Yes - cycle more
(43) Local resident, (Steeple Aston, South Side)	Support – I'm the far end of south side where the village suddenly stops and becomes national speed limit. It is downright dangerous as people speed up leaving the village and don't slow down entering. Maybe cutting the speed limit to such an extent that it's visibly more obvious you are breaking the speed limit might make drivers think more Travel change: No

(44) Local resident, (Steeple Aston, Fenway)	<p>No objection – It's difficult to drive faster than 20mph anyway as the roads are either too narrow and twisty or are blocked by parked cars. A 20mph speed limit might help to slow the yummy mummies in their 4x4's who bring their children into the village school, and surprisingly too the busy farmers who thunder along in their tractors and trailers.</p> <p>Travel change: No</p>
(45) Local resident, (Steeple Aston, Nizewell Head)	<p>No objection – It is often a difficult town to navigate through because of all the necessary on street parking, and the unnecessary risks taken by a number of parents dropping off and collecting children from school. More awareness through slower speeds seems sensible</p> <p>Travel change: No</p>
(46) Local resident, (Steeple Aston, South Side)	<p>No objection – I have no objection if that is what villagers really want, although personally I consider it to be a complete waste as I don't believe it will make any significant difference to the speeds people drive in the village. My observation is that the vast majority of people already drive through the village at less than the 30mph limit, and the few who do speed clearly have complete disregard for road safety anyway, so changing the legal limit won't affect them. I also believe residents are under the impression that the new limits will be policed, which I find hard to believe given the other pressures on policing in the area.</p> <p>Travel change: No</p>
(47) Local resident, (Steeple Aston, South Side)	<p>No objection – The narrow roads in this village already perform some traffic calming, There have been no serious injuries in 10 year.</p> <p>Travel change: No</p>
(48) Local resident, (Steeple Aston, South Side)	<p>No objection – Frustrated with some areas where 20mph has been introduced like Deddington, the market square should absolutely be 20 but the through road to Banbury being a 20 is ridiculous.</p> <p>For Steeple Aston the need is there with lots of school kids and idiots taking short cuts through the village at speed.</p>

	Travel change: No
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