



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

***Thursday, 8 October 2015 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 16 October 2015 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

Peter G. Clark.

Peter G. Clark
County Solicitor

September 2015

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

Note: Date of next meeting: 12 November 2015

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

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

4. Proposed Car Club Bays - Various Locations, Oxford (Pages 1 - 8)

Cabinet Member: Environment

Forward Plan Ref: 2015/070

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

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

The report considers objections to formal consultations on proposals to introduce new parking bays for Car Club vehicles in All Saints Road and Sandfield Road in Headington and in Salter Close, South Oxford. The principle of providing specific parking bays for Car Club vehicles was agreed at the meeting of the Transport Decisions Committee in November 2009 and the new LTP4 states that the County Council will "*work with local research and development partners to scope, design, test, and implement a family of vehicle hire and ride sharing technologies focused on bike hire, car share, car clubs and other on-demand vehicle services*"

Currently there are 15 vehicles from two separate Car Clubs in operation from on-street bays across Oxford with others based in private off-street areas. The redevelopment of the former Barns Road Community Centre in Cowley includes the provision of two Car Club bays and the opportunity has been taken to use some of the funding provided for these to introduce additional bays in locations requested by one of the current Car Clubs.

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

5. Proposed Waiting and Parking Restrictions Noral Way, Banbury
(Pages 9 - 12)

Forward Plan Ref: 2015/062

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

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

The report considers objections to formal consultations to introduce waiting and parking restrictions in Noral Way off Southam Road, Banbury containing a new access in connection with the redevelopment of a disused industrial site into a modern distribution depot. The road currently has unrestricted parking used by commuters to local offices and some HGVs connected with nearby industrial estates.

The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised with a minor reduction in permitted parking on the north side as described in the report.

6. Proposed Traffic Regulation Order - Ilges Lane, Cholsey (Pages 13 - 24)

Cabinet Member: Environment

Forward Plan Ref: 2015/056

Contact: Steve Smith, Service Manager – Network and Asset Management Tel: (01865) 810435

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

Ilges Lane is currently a Byway Open to All Traffic (BOAT) starting at Ilges Lane outside the Veterinary Surgery and exiting on the A329 Reading Road. The BOAT is overgrown and has the appearance of looking unused but carries legal public rights of way for walkers, cyclists, equestrians, carriage drivers, motor vehicles and private agricultural access rights. The existing surface is made up of hard core only in the locations of the wheel tracks.

There is an aspiration from Cholsey Parish Council to link new developments on the A329 with amenities in Cholsey Village by improving the surface of Ilges Lane, and making it usable for walkers, pushchairs and wheelchairs as well as cyclists, in all conditions. However, the effect of improving the surface to the lane's full width, and by virtue of its BOAT status, will mean that motor vehicles may be more likely to use it as a 'rat run' to and from the village. An added complication is that Ilges has a curve which limits visibility, and hence there may be conflict between motorised vehicles and vulnerable users. It was therefore proposed to prohibit motor vehicles from using Ilges Lane and making a safer environment for vulnerable users. By necessity, Ilges Lane would need to be gated, in order to ensure appropriate enforcement is applied. However the gates will be accessible for all lawful users, i.e. disabled users, horse riders, cyclists and horse & carriages..

The report considers responses to a consultation for a proposed Traffic Regulation Order for Ilges Lane, Cholsey.

The Cabinet Member for Environment is RECOMMENDED to approve the approach to implement the scheme and to monitor any issues arising and to reconsider a TRO should the need arise.

7. Proposed Parking Restrictions - Church Road, Wheatley (Pages 25 - 32)

Cabinet Member: Environment

Forward Plan Ref: 2015/072

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

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

Three new lengths of 'no waiting at any time' restrictions along part of Church Road in Wheatley are being proposed in response to traffic and road safety concerns raised by Wheatley Parish Council and local residents regarding the central part of Church Road. A scheme has been developed to introduce some additional lengths of parking restriction designed to help traffic, including buses, move more freely and the report presents objections received in the course of a statutory consultation.

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

8. Proposed Parking Restrictions - Caldecott Chase, Abingdon (Pages 33 - 38)

Cabinet Member: Environment

Forward Plan Ref: 2015/071

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE8**).

Following concerns regarding dangers caused by cars parking close to the junction of Caldecott Close and Blacknell Road and a site meeting with County Council officers, Thames Valley Police, residents and representatives of Covenant Management Ltd (who manage the Caldecott Chase) present a proposal has been developed to introduce 'no waiting at any time' restrictions at the entrance of Caldecott Chase, Abingdon. Covenant Management have offered to fund the introduction of parking restrictions and the report considers objections received as a result of a formal consultation.

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

9. Proposed Raised Zebra Crossing - Oxford Hill, Witney (Pages 39 - 44)

Cabinet Member: Environment

Forward Plan Ref: 2015/073

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE9**).

A consultation has been carried out on a proposal related to the planning consent for residential redevelopment of the former dairy site and the associated highway alterations to raise the existing 'standard' crossing to a raised zebra crossing. The report considers objections received as a result of a formal consultation.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and amended as described in the report.

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Division: Headington & Quarry; Isis

CABINET MEMBER FOR ENVIRONMENT– 8 OCTOBER 2015

PROPOSED CAR CLUB BAYS – VARIOUS LOCATIONS, OXFORD

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to formal consultations on proposals to introduce new parking bays for Car Club vehicles in All Saints Road and Sandfield Road in Headington and in Salter Close, South Oxford. These proposals are shown on the drawings at Annex 1.

Background

2. The principle of providing specific parking bays for Car Club vehicles was agreed at the meeting of the Transport Decisions Committee in November 2009. The new LTP4 states that the County Council will “*work with local research and development partners to scope, design, test, and implement a family of vehicle hire and ride sharing technologies focused on bike hire, car share, car clubs and other on-demand vehicle services*” (paragraph 122; Volume 1: Policy & Overall Strategy)
3. Currently there are 15 vehicles from two separate Car Clubs in operation from on-street bays across Oxford with others based in private off-street areas. The redevelopment of the former Barns Road Community Centre in Cowley includes the provision of two Car Club bays and the opportunity has been taken to use some of the funding provided for these to introduce additional bays in locations requested by one of the current Car Clubs.

Consultation

4. Formal consultation on proposals for new Car Club bays in 5 locations across Oxford (together with a minor adjustment to an existing bay) took place from 11 June to 17 July. Letters were sent to local residents, the proposals were advertised in the Oxford Times and Notices describing the proposals were erected on site.
5. Thames Valley Police and the Fire & Rescue Service did not have any objection to the proposals, and two residents wrote in support of the proposed bay in All Saints Road. There are no outstanding objections to the proposed new bays in Barns Road, Cowley and John Garne Way, Marston and also the modification to the existing bay in Catherine Street, East Oxford.
6. Three objections were received (one for each bay) to the proposed bays in All Saints Road and Sandfield Road in Headington and in Salter Close, South

Oxford. These are summarised at Annex 2 – copies of all the responses are available in the Members' Resources Room.

Objections and responses

7. The objection relating to the proposed bay in All Saints Road is primarily concerning the organisation and legal status of the Car Club rather than the highway implications of the introduction of the parking bay or the loss of space to existing residents permit holders. The objector has also commented on the way in which the consultation was carried out.
8. In response, and as stated above, the principle of having Car Club parking bays was established in 2009 and is reinforced in LTP4. The Traffic Regulation Order which controls the operation of the bays in Oxford states that permits will only be issued to organisations which have "*been accredited nationally by Carplus or by another national organisation promoted by the Secretary of State for Transport*". This approach enables the sector to develop locally as it grows, whether through commercial, community or 'not-for-profit' routes and avoids the need for the County Council to carry out local vetting of applications for Car Club permits. On the matter of sending consultation documents to 'The Resident' rather than named individuals, this is done as officers do not have access to the Electoral Roll for this purpose and try to ensure that the information is read by those most likely to be affected (i.e. those resident at the address concerned).
9. The objection to the proposed bay in Sandfield Road has suggested that space should not be taken from the two-hour parking bay as this is a helpful location for use by residents and visitors to London Court and the Albany Care Home, as well as for dropping-off students and schoolchildren. The objector suggests a number of other locations in the locality which could be used to site the Car Club bay.
10. In response, it should be noted that the Car Club bay will only remove 1 of the 7 spaces currently available for two hour parking at the end of Sandfield Road. In addition, residents of London Court are eligible to obtain permits for themselves and their visitors which could be used in the 'permit holders only' bays elsewhere in Sandfield Road and surrounding streets. Finally, the location of the bay has been requested by the Car Club operator as giving easy access to potential users.
11. The objectors to the proposed bay in Salter Close are suggesting that it should be in a different location where there is less pressure on parking. They also complain about the misuse of the permit parking area by non-residents particularly at weekends.
12. In response it should be noted that the Car Club vehicle is already based in this area and the location has been requested by the Car Club operator as giving easy access to potential users. The issue of enforcement at weekends is being addressed through normal contractual arrangements.

How the Project supports LTP4 Goals

13. The proposals described in this report would help to support the transition to a low carbon future.

Financial and Staff Implications (including Revenue)

14. The cost of the proposed work described in this report will be met by funding from Section 106 Agreements relating to the Barns Road site. Ongoing costs are met through the charges made for permits.

RECOMMENDATION

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

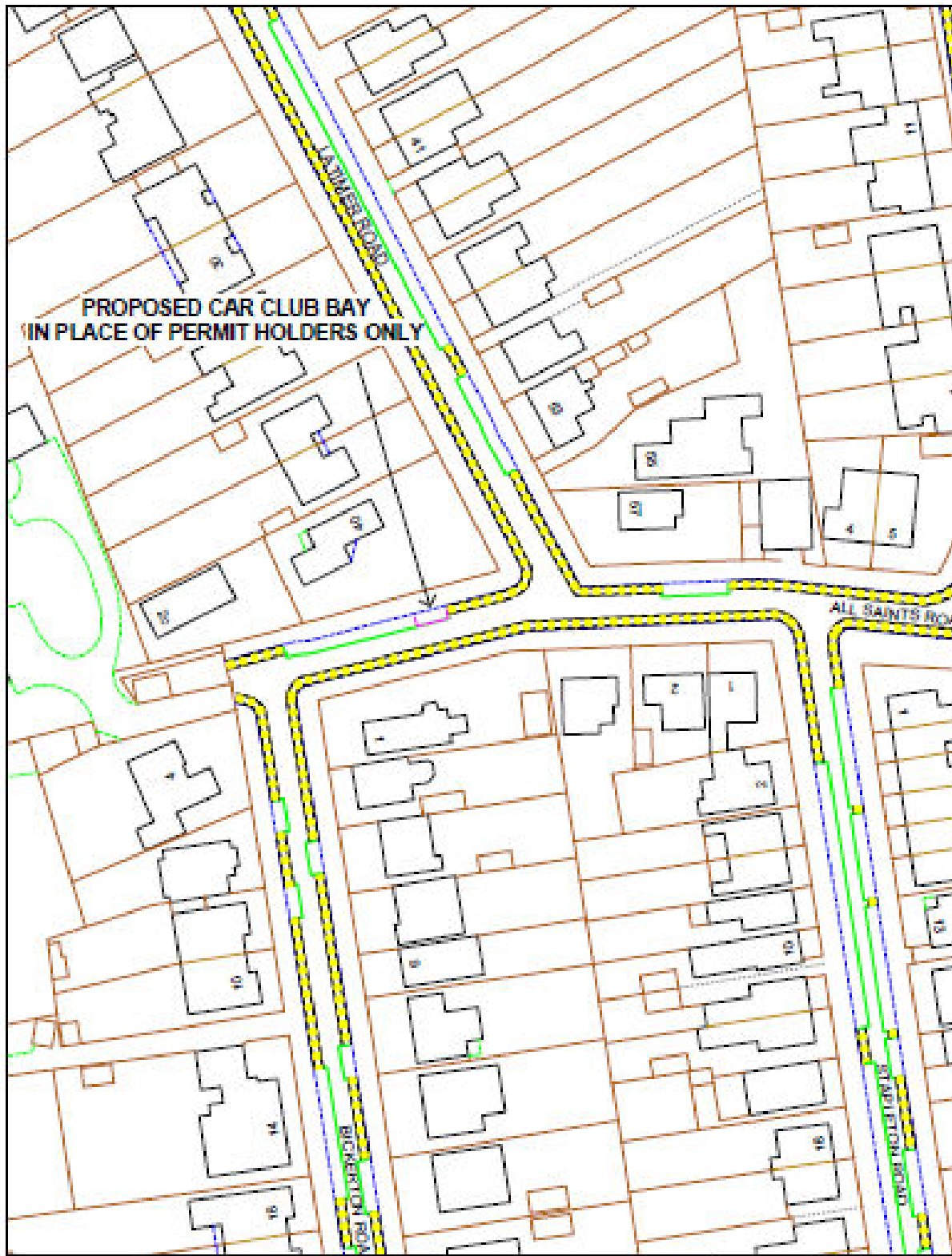
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Owen Jenkins 01865 323304

September 2015

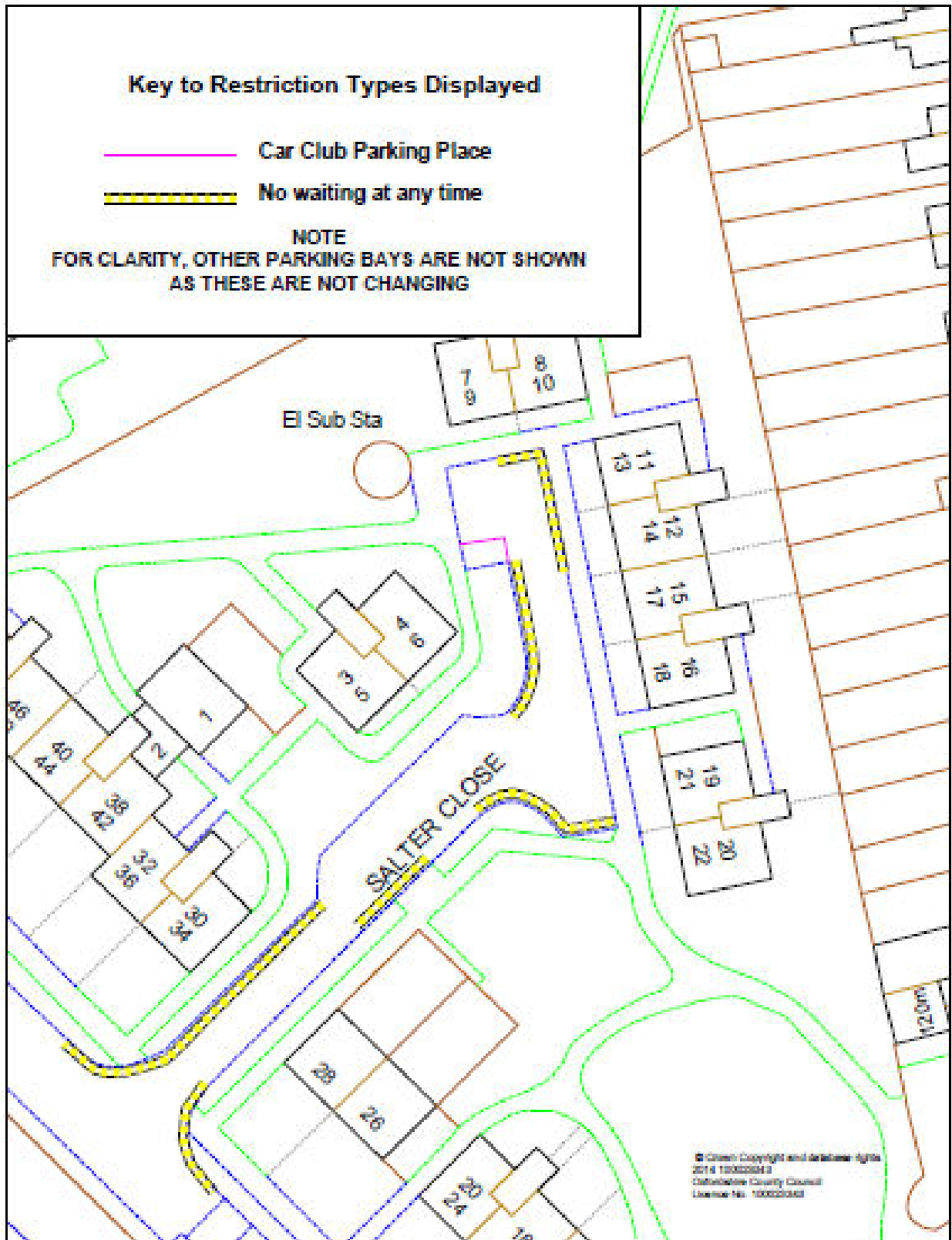




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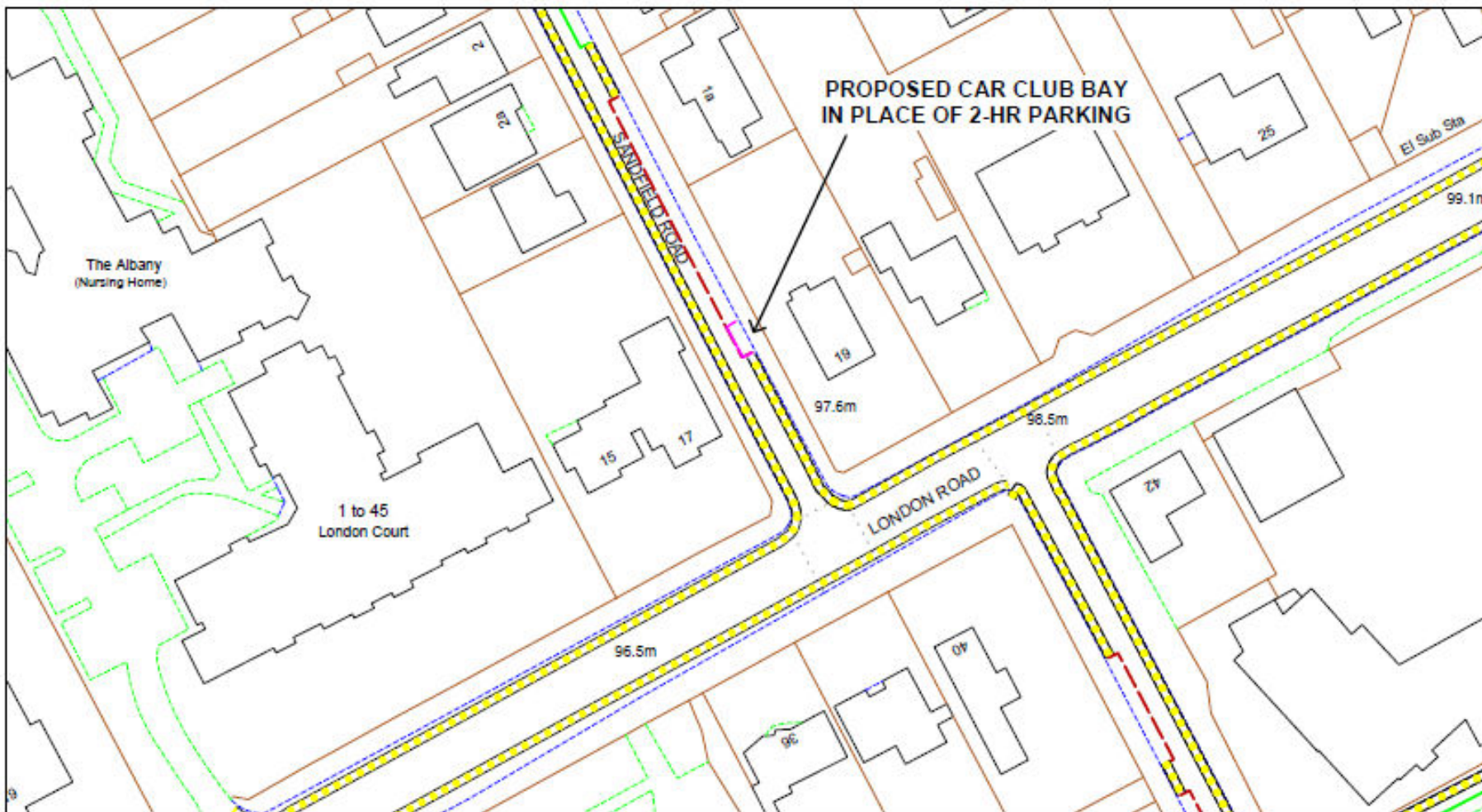



**POSSIBLE CAR CLUB PARKING BAY
ALL SAINTS ROAD, HEADINGTON**

Scale	1:750
Date	Feb 15
Drawn by	
Checked by	



 OXFORDSHIRE COUNTY COUNCIL <small>OXFORDSHIRE & DORSET</small> <small>www.oxfordshire.gov.uk</small>		CAR CLUB PARKING BAY	
		SALTER CLOSE	
		Scale	1 : 500
		Date	Mar 15
		Drawn by	
Checked by			



 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	<p>100%</p>	<p>POSSIBLE CAR CLUB PARKING BAY SANDFIELD ROAD, HEADINGTON</p>	
		SCALE	1:750
		DATE	Feb 15
		DRAWING No.	
		DRAWN BY	

RESPONDENT	SUMMARISED COMMENTS
<p>Resident of Latimer Road (regarding the proposed bay on All Saints Road)</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 7</p>	<p>I refer to your letter of 11 June addressed to 'The Resident'. I am surprised that you do not have our names given that we are on the electoral roll. I think your lack of effort in identifying us by name reflects the fact that your proposals for parking in All Saints Rd affect just two houses. With that in mind, and reflecting your failure to deal with the families most affected on a personal basis, I am consulting both planning advisers and my lawyers over how I can both prevent this project going forward, how I can add to your costs, and if the project does proceed does, how I can continue to take legal action against the commercial organisation running the car share scheme so as to make it a non-viable proposition.</p> <p>As no doubt the Council is aware, this scheme is being promoted by a private company that organises car share schemes on a full commercial basis that also includes sales to local authorities and NHS bodies. One of the ways it does so is to persuade groups of local residents to form "Car Clubs"(that have no legal standing) and, in this case at least, it uses such clubs to persuade local authorities to provide free parking facilities so as to avoid the cost of paying for private parking facilities for its vehicles. All this is conducted under a very thin veneer that the activity is of social value and that the company in question both delivers social value and acts as a social enterprise. In practice, it is a car rental company like Enterprise or EuropCar but with a different commercial model.</p> <p>I don't believe that the proposal from the Car Club is anywhere near a legitimate social enterprise scheme with any measurable social impact. It is no more than a car rental business set up to make a profit. As such, it should not be receiving any form of support in kind from the Council, especially where that support results in reducing the amenities available to local residents (in the form of car parking spaces). So we will clearly, in due course, need to understand how such a self-evidently weak proposition has made so much progress with the Council, and at what cost to the taxpayer.</p>
<p>Resident of London Road (regarding the</p>	<p>Objects to the removal of the Two-hour parking space for the following reasons:-</p> <ol style="list-style-type: none"> 1. With limited car parking spaces at London Court the parking spaces helpful residents. Many residents have limited mobility and having the 2-hour spaces nearby is very helpful.

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<p>proposed bay on Sandfield Road)</p>	<p>2. The Albany Care Home behind London Court has limited parking for staff and visitors. The parking spaces in Sandfield Road are helpful for them.</p> <p>3. The following also use the 2-hour parking spaces for drop off and collection of students and school children: Dorset House Student accommodation and Headington Prep School, both have limited on-site parking. There are also plans for further student accommodation nearby.</p> <p>Suggests the following alternative sites for on-road Car Club parking:- Near 8 -16 Woodlands Road and generally along Franklin Road (which appears to have excess of permit only spaces as residents seem to use their driveways for parking)</p> <p>Suggests the following alternative sites for off-road Car Club parking:- Car Park behind Waitrose Supermarket; White Horse Public House;. Britannia Inn</p>
<p>Two residents of White House Road & regarding the proposed bay on Salter Close)</p>	<p>Object as residents of properties on or adjacent to Salter Close are often hard-pressed to find a parking space, especially at week-ends when users of the football club and shoppers walking into town often park without permits, and when people living on Marlborough Road, which runs parallel to the top end of White House Road also park regularly in Salter Close and then walk through to their own road. This is a growing problem and has become much worse since we moved in 18 months ago. The football and shoppers parking is an especial problem at week-ends.</p> <p>Suggest that the Car Club parking is not in Salter Close, where space is already limited, but out on White House Road, which would be fairer and for which there would also be much more room available.</p>

Division: Banbury - Grimsbury & Castle

CABINET MEMBER FOR ENVIRONMENT– 8 OCTOBER 2015

PROPOSED WAITING AND PARKING RESTRICTIONS NORAL WAY, BANBURY

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to formal consultations on proposals to introduce waiting and parking restrictions in Noral Way off Southam Road, Banbury. The proposals are shown on the drawing at Annex 1.

Background

2. In connection with the redevelopment of a disused industrial site into a modern distribution depot it is proposed to provide new waiting and parking restrictions on Noral Way. This is the road containing the new access for the development which currently has unrestricted parking used by commuters to local offices and some HGVs connected with nearby industrial estates.

Consultation

3. Following an informal consultation in June to gain views of adjacent residents and businesses the proposals considered in this report were formally advertised between 13 August 2015 and 11 September 2015. Letters were sent to local businesses and residents, and the proposals were advertised in the Banbury Guardian; additionally Notices describing the proposals were erected on site.
4. Two objections have been received, copies of which are available for inspection in the Members' Resource Centre.
5. The Entertainer, who occupy the new development, would prefer that there was no parking at all on Noral Way but do accept that there is a demand for on street parking in the area. They were also concerned that the proposed parking on the north side of the road would affect vehicles turning into their access. They also wanted a restriction on all parking between 11pm and 5am.
6. Bibby Financial Services, a major employer on the Banbury Office Village (BOV) site, want parking to remain along most of the south side of Noral Way subject to adequate vision splays being maintained. They are also concerned that having no parking permitted opposite the entrance to BOV could encourage drivers of large vehicles to use the entrance as a turning point which could cause damage to their access road. They have further suggested that because of the demand for parking in the area the County Council should consider widening Noral Way to facilitate this.

7. Thames Valley Police have not objected to the proposals.
8. In response to these objections, there is clearly an established demand by users of BOV for parking on Noral Way; their site has limited parking and currently the area is poorly served by public transport. Observations of the site have indicated that the south side of Noral Way is regularly parked up with cars and some HGVs between the Southam Road roundabout and the new access to The Entertainer, a distance of around 150 metres. The advertised proposals seek to facilitate this demand and would allow a total of 170 metres of parking for cars and light goods vehicles only which should overcome the concerns of Bibby Financial Services
9. The manoeuvre into the new access has been checked and whilst it is possible with the proposed parking layout, reducing the advertised area of parking on the north side of Noral Way by 10 metres at its eastern end would be of significant benefit to The Entertainer's site. The prohibition of HGV parking will remove the majority of overnight parking and this, together with section of No Waiting restrictions will improve forward visibility for vehicles needing to pass each other.
10. Finally, on the matter of widening Noral Way to facilitate additional parking, it is for individual businesses to provide parking for their staff and visitors. Future residential developments in this part of Banbury are likely to result in improved cycle and public transport facilities which will be of benefit to the BOV site.

Conclusions

11. The approved development on Noral Way will increase traffic movements along the road, particularly by HGVs and there is therefore a need to regulate parking along the road. The two objections received present opposing views and whilst both have merits taken on their own it is considered that the proposals described in this report reflect a balanced approach to the issues highlighted.

How the Project supports LTP4 Goals

12. The proposals described in this report would help to support jobs and housing growth and economic vitality reduce the risk of accidents and improve public health, safety and individual wellbeing

Financial and Staff Implications (including Revenue)

13. The cost of the proposed work described in this report will be met by funding from Section 106 Agreements relating to the site.

RECOMMENDATION

The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised with a minor reduction in permitted parking on the north side as described in this report.

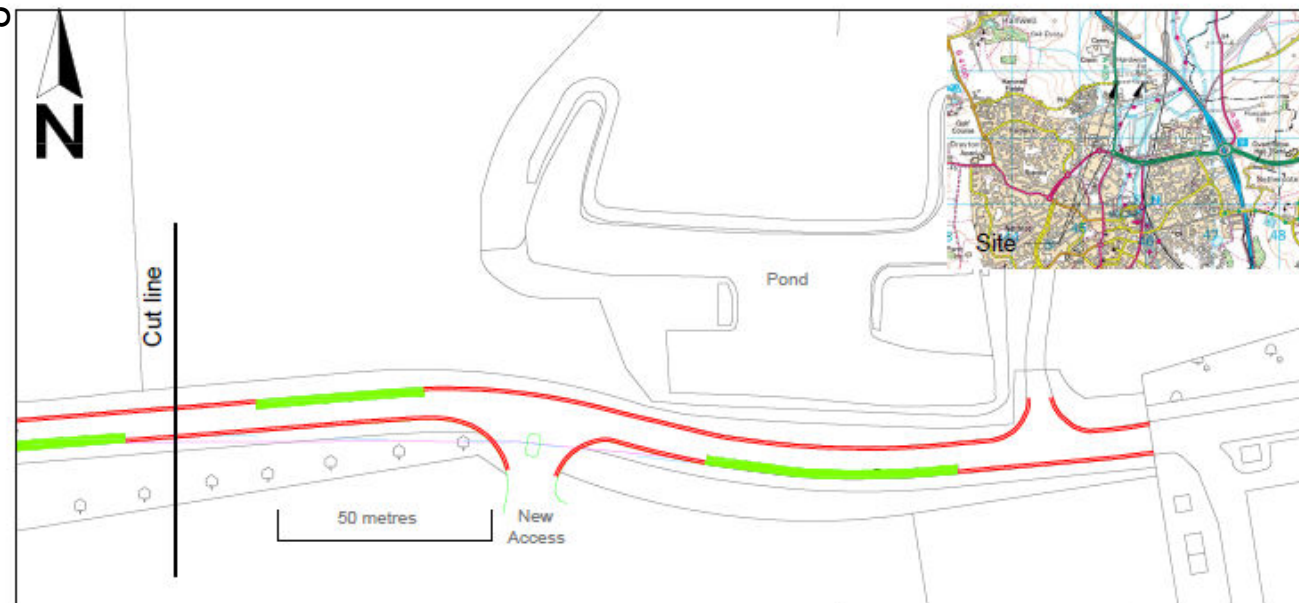
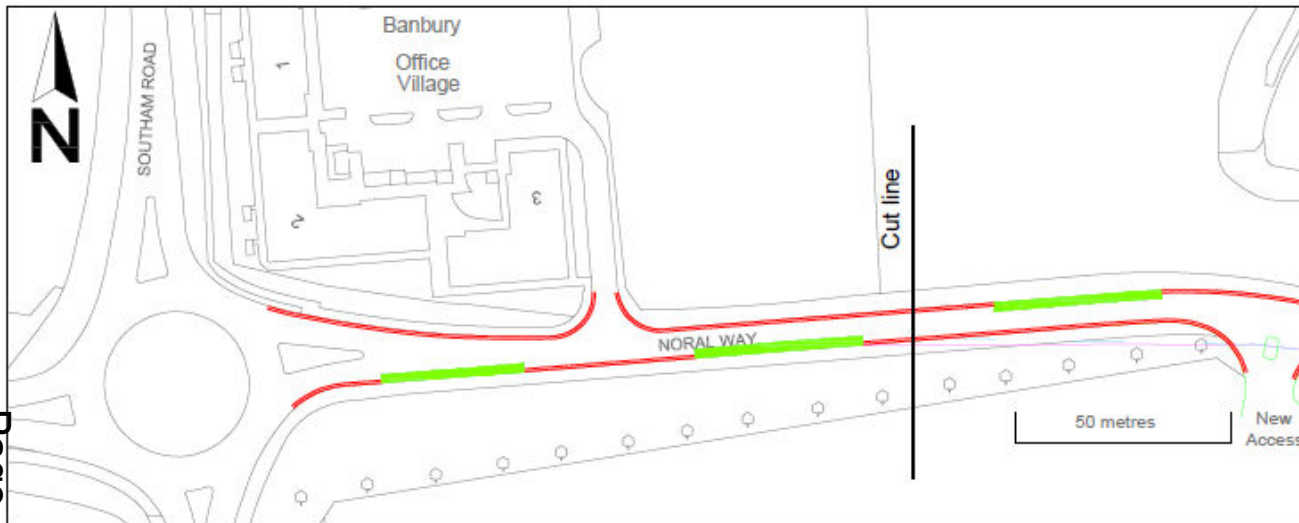
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Owen Jenkins 01865 323304

September 2015



Drawing No. 120/TRO/2015/01/001 Revision 0

KEY

- Parking for cars and vans only
- No Waiting At Any Time

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved


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Project title
SOUTHAM ROAD and NORAL WAY

BANBURY

Drawing title
PROPOSED
WAITING AND PARKING RESTRICTIONS

NORAL WAY

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:1000	DGT	DGT	DGT
	Date drawn 23.07.15	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 120/TRO/2015/01/001 Revision 0

CMDE6

Divisions: Benson & Cholsey

CABINET MEMBER FOR ENVIRONMENT– 8 OCTOBER 2015

PROPOSED TRAFFIC REGULATION ORDER – ILGES LANE, CHOLSEY

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

This report considers responses to a consultation for a proposed Traffic Regulation Order for Ilges Lane, Cholsey.

Background

1. Ilges Lane is currently a Byway Open to All Traffic (BOAT), and starts at Ilges Lane outside the Veterinary Surgery, and exits on the A329 Reading Road. The BOAT is overgrown and has the appearance of looking unused. The BOAT carries legal public rights of way for walkers, cyclists, equestrians, carriage drivers and motor vehicles, and private agricultural access rights. The existing surface is made up of hard core only in the locations of the wheel tracks.
2. There is an aspiration from Cholsey Parish Council to link new developments on the A329 with amenities in Cholsey Village by improving the surface of Ilges Lane, and making it usable for walkers, pushchairs and wheelchairs as well as cyclists, in all conditions.
3. The effect of improving the surface to the lane's full width, and by virtue of its BOAT status, will mean that motor vehicles may be more likely to use it as a 'rat run' to and from the village. An added complication is that Ilges has a curve which limits visibility, and hence there may be conflict between motorised vehicles and vulnerable users. It was therefore proposed to prohibit motor vehicles from using Ilges Lane and making a safer environment for vulnerable users.
4. By necessity, Ilges Lane would need to be gated, in order to ensure appropriate enforcement is applied; however the gates will be accessible for all lawful users, i.e. disabled users, horse riders, cyclists and horse & carriages.
5. The location of the proposed Route / TRO is shown at Annex 1.

Consultation

6. In July 2015 a formal consultation took place on the proposal. As part of the consultation the County Council wrote to Stakeholders, interested bodies,

CMDE6

and public notices were displayed on site, with documentation placed on deposit. Seven responses were received. See Annex 2 below (copies of all the responses are available in the Members' Resource Room).

7. Of the seven responses there were five objections, from the Trail Riders Fellowship and the Green Lanes Association, which objected to the Traffic Regulation Order along the same lines i.e. Oxfordshire has a limited number of Byways open to all Traffic which should be protected; and that the TRO was an inappropriately excessive way to manage the anticipated and unproven access and safety conflicts at this juncture
8. The two responses in support were from Thames Valley Police and the National Farmers Union.
9. On reflection and due to the degree of objection to this proposal, and after internal discussion with OCC's Countryside Access Team, the pragmatic approach at this time is proposed to manage any safety issues as a result of the new surface by engineering means, and then to monitor its use. If, after improvement works have been implemented, and monitoring shows there is a significant safety issue to be addressed then implementation of a Seasonal Traffic Regulation Order or a permanent Order may be re considered.

Financial and Staff Implications (including Revenue)

10. The budget for the proposed work is £49.7k provided from s106 developer monies. Design, implementation and monitoring of the scheme will enable the provision of a year round usable route without legally prohibiting one class of lawful user.

RECOMMENDATION

11. **The Cabinet Member for Environment is RECOMMENDED to approve the approach to implement the scheme and to monitor any issues arising and to reconsider a TRO should the need arise.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

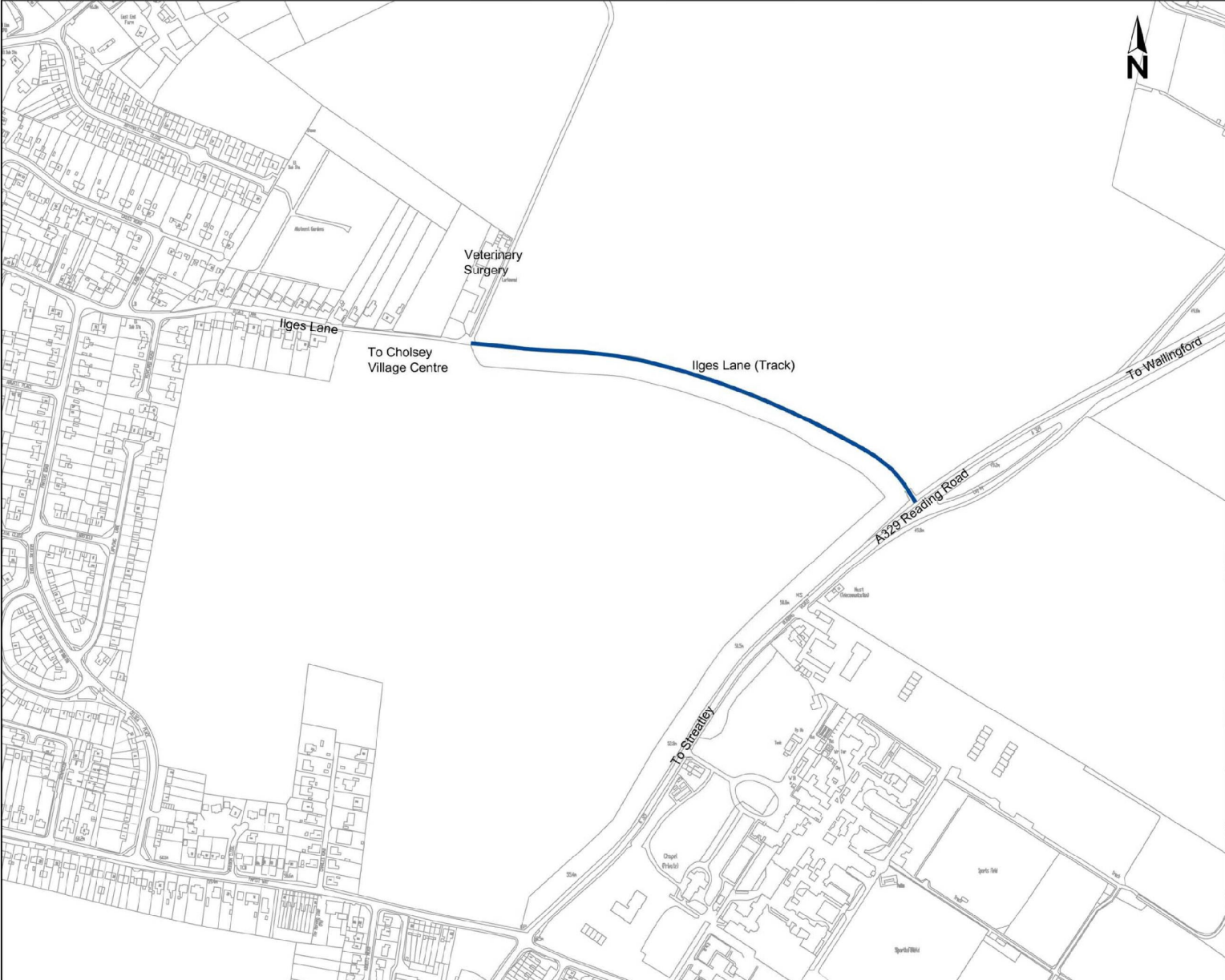
Background papers: Consultation documentation
 Consultation Responses

Contact Officers: Paul Durham 01865 815074
September 2015

CMDE6

Annex 1

CMDE6



Drawing No. S-000700/SCH043/CON/001		Revision 0	
Scale: Prohibition of Motor Vehicles			
<small>Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction is illegal. Crown Copyright, and any other rights in the Ordnance Survey, are hereby acknowledged. Ordnance Survey Licence No. 100020080.</small>			
Rev.	Date	Purpose of revision	Drawn / Checked/Approved
<p>Mark Kemp Interim Deputy Director of Environment & Economy Oxfordshire County Council Spencewell House Spencewell Street Oxford OX1 1HE Tel: (01865) 815700 Fax: (01865) 241377</p>			
Project: Ilges Lane Pedestrian / Cycle Improvements			
Drawing title: Location Plan			
Drawing Data: Consultation			
Scale: 1:41	Priority: NTS	Priority: MW	Priority: MW
Date: June 15	Date: June 15	Date: 12 / 08 / 15	Date: 12 / 08 / 15
Operational Project No & File Ref: S-000700		Revision: 0	
Drawing No. S-000700/SCH043/CON/001		Revision: 0	

Oxfordshire Representative for the Green Lane Association

Dear Sir,

I write in objection to the proposed prohibition of traffic from Ilges Lane.

I am not familiar with the new developments to the east of Reading Road, presumably the former Fairmile Hospital; I can understand the desire of Cholsey Parish Council to provide improved links. However it seems unlikely that new residents will wish to cross the A329 to walk into the Cholsey.

Your letter of 25 June 2015 states that Ilges Lane is currently a BOAT (Byway Open to All Traffic). Your letter also states that by improving the surface of Ilges Lane.... will mean that motor vehicles will be able to legally use it as well. This is already the case, whether the surface is changed or not.

I understand that developers are required to provide funds for local infrastructure, 5106 Payments. It cannot be sensible to spend these funds, or indeed any others, on improving the surface of a lane that is already open to all and then closing it to some.

Oxfordshire has a limited number of Byways Open to All and proportionally many less than surrounding counties. Spending significant amounts on one to improve its surface and then to limit its use does not make sense. Oxfordshire County Council should be encouraging the use of spending to benefit as many as possible and to improve facilities, not to limit them.

Rights of Way Officer, Oxford Trail Riders Fellowship

I would like to register my objection to the proposal to impose a Traffic Regulation Order permanently banning all motorised traffic from this byway.

As a former resident of Cholsey i am very familiar with this lane.

It would seem that Cholsey PC are acting upon an event that has yet to happen,ie increased population and closing this byway to MPV's is surely a negative action.

Why do Cholsey PC not try and be more positive on this issue instead of attempting to ban certain user groups. For instance the issue of the bend and visibility i am sure could be overcome.

This byway does not form part of a circular route for none MPV users so pedestrian usage will remain light for the foreseeable future even with a new development close to the eastern end of the byway.

There cannot be a TRO without an objective that would ease passage for those not caught by the order and "s.122 of the Highways Act" makes clear that those caught must be the least that would meet the objective.

Yours Sincerely

TRF RoW Co-ordination - contractor, Area South

Prohibition of MPV on Ilges Lane.

It would appear that this is the first we have heard of this prohibition Order. Until such time as we have better information and I have spoken to local users I object to the proposal which would appear to be a misuse of the Power to make TROs. I could understand an Order predicated on width or weight but a total ban on MPV seems excessive and ignores s.122 of the RTA '84. The prime duty (s.130 HA80) must prevail without prejudice to any one user group.

In cases such as you present here other HAs might impose a prohibition on vehicles with 3 or more wheels, or a width/speed restriction. Further, what is the logic behind not including equestrian vehicles in the prohibition?

GLASS Rights of Way Officer

Please accept this email as the official Green Lane Association response to object to your proposal to TRO MPV rights on this lane.

With so few recreational MPV routes in Oxfordshire, post NERC, this proposal is totally unacceptable. I see no legal reasons in your letter for a TRO so feel it falls somewhat short.

However we as a user group are flexible and would be open to negotiation on opening up another route to supplement the loss of this one. Currently there are many anomalies in the county meaning you fall way short of the law. I refer you to this recent release:

<https://www.gov.uk/public-rights-of-way-local-authority-responsibilities>

Perhaps a meeting to discuss a mutual way forward, along with my local Oxfordshire Rep would be a good starting point.

The alternative would be an expensive Public

Inquiry. Many thanks

row@g/ass-uk.org

Technical Director and National Road Conservation Officer - Trail Riders Fellowship

I am writing with regard to the matter of proposals to impose a Traffic Regulation Order (TRO) on Ilges Lane. I am the Technical Director for the Trail Riders Fellowship LTD (TRF). The TRF is a not for profit organisation, formed over 40 years ago, which operates to conserve green roads for the benefit of all users. The TRF's standing in this area was considered by Mr Justice Ousely handing down judgement in Trail Riders Fellowship v Peak District National Park Authority 2012, who said at paragraph 1:

"The Trail Riders Fellowship, the Claimant, is a reputable national body which seeks to preserve the rights of motorcyclists and others to use vehicular green lanes. It recognises the controversy to which the use of such lanes by mechanically-propelled vehicles gives rise."

The TRF was not notified of the proposed TRO in this instance. Responses to our enquiries have indicated that this consultation is being conducted for the purposes of regulation 6 of the The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Item 7 (C) requires that, in all cases, the Authority *shall consult*:

"Such other organisations (if any) representing persons likely to be affected by any provision in the order as the order making authority thinks it appropriate to consult"

The TRF note that the County Councils' own policy, as set out in the Rights of Way Management Plan 2015

- 2025, includes an action statement to work with "Oxfordshire Countryside Access Forum and Key

Partners" to meet the aims of the plan. "Key Partners" are described in table 8 of the plan and include

"user groups". The TRF considers that the policy operates in conjunction with the 1996 regulations to place a statutory requirement on the County Council to consult user groups representing those that would be affected by the proposed order. In addition to the TRF, those user groups include the Land Access and Recreation Association (LARA) and the Green Lane Association (GLASS). Oxford Countryside Access Forum should also be consulted, together with any non-statutory liaison groups that have been convened by the Council to improve access.

The statement of reasons (SoR) indicates that "improvements" to Ilges Lane are the basis for the proposal to impose the TRO for "safety reasons". The SoR does not give any further information as to what these improvements might consist of and the TRF has not been provided with any further information to facilitate a sufficiently informed response in respect of how those "improvements" might justify the proposed TRO.

CMDE6

The TRF can only speculate that the "improvements" might be to make the road surface smoother and more commodious to pedal cycle traffic. If this is the case it is possible, though not inevitable, that the road may be subject to an increased volume of faster pedal cycle traffic. This could result in increased risk to all other users as a result. The source of that risk would be the pedal cyclists as opposed to those that the order seeks to restrict. The continued presence of motor vehicles on the road would serve to deter pedal cyclists from travelling at excessive speeds which would threaten the safety of all other users.

When considering the impact of "improvements" on safety, the network context of the road should be examined. Ilges Lane terminates on the A329 which is a busy A road with a very narrow footway that isn't available on both sides of the carriageway. Indeed, it is necessary to cross the busy A329 to access the footway for through journeys. This situation is not conducive to increasing non-motorised traffic on Ilges Lane.

The current condition of Ilges Lane allows it to be accessed and utilised as a through road by all standard motorcycles and cars. It is no more of a driving challenge than the fields which host car-boot sales or a typical potholed gravel surfaced car park. "Improvements" will not introduce the ability to access the road with a standard car/motorcycle as that facility already exists.

The TRF notes that the proposed order does not prohibit horse drawn vehicles. This would mean that barriers could not be used to enforce a TRO if they restricted the passage of horse drawn vehicles.

The road is an increasingly rare and precious part of our heritage. It is in good condition and a valuable example of a traditional green road. That TRF considers that this heritage should be conserved as opposed to being wrecked by unsympathetic 'improvements'. What is now a pleasant stroll and and ride is threatened with becoming an over sanitised and semi urban utility road. The present condition of the road provides a recreational link as well as a utility one. The use of clumsy improvements threatens the recreation element whilst delivering little, if any, added utility.

The TRF respectfully suggests that the Council pursue further engagement and consultation with user groups and its Local Access Forum, with a view to thoroughly exploring alternatives to the order as proposed.

You can visit our website at: WWW.trf.org.Uk

NFU Mutual- Wantage Office

Following our meeting on the 4th August, please find my response with regard to the proposal to 'pave/ part pave' Ilges Lane, Cholsey.

Currently the lane is un surfaced i.e. a track which in the main is used by Agricultural Tractors, walkers and cyclists. There is no doubt some vehicular traffic but this is at a very low level.

If this track is surfaced with chippings, tarmac or the like with no other measures in place it will become a vehicular rat run which will endanger pedestrian, cyclists and agricultural traffic. This therefore poses an unacceptable risk from the insurance and health and Safety Position.

If the track is to be 'paved' then I would fully support appropriate gating at each end to ensure that only authorised users were able to use the route in a safe and sustainable manner. (Authorised users, pedestrians, cyclists, horses and Agricultural traffic).

The police have clearly stated that they will not enforce the use that is not enforceable i.e. an open lane, as it is a waste of stretched resource.

So fully support gating at both ends Ilges lane if it is to be surfaced and totally oppose any change to the surface if it is not supported by appropriate gating at each end.

In this time of austerity a 'wait and see' approach is not acceptable as the development of housing will be long gone and the monies spent {106}? Council financial resource will very limited in future years which only can add to doing it properly at the onset.

We did discuss further possible development on land adjoining Ilges lane and suggested that access provision through that site should be built in to the planning process so that it can be designed specifically for the potential users?

Please let me know if I can be of any

further assistance. Many thanks,

Kind regards,

Thames Valley Police

Over the years by-ways/bridleways, etc have been a real headache/burden in terms of enforcement activity.

I would only support a formal restriction that has positive engineering to restrict access from the motor vehicle including the two wheeled variety. Gates sound good and if there do vehicles need legitimate access a key is provided to those few users.

I assume you are up grading to encourage greater pedestrian usage. I appreciate there might be difficulties restricting the motor cycle whilst at the same time allowing the horse rider, but this needs addressing without the burden falling on us.

Division(s): Wheatley

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2015

PROPOSED PARKING RESTRICTIONS – CHURCH ROAD, WHEATLEY

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections received in the course of the statutory consultation on a proposal to introduce three new lengths of 'no waiting at any time' restrictions along part of Church Road in Wheatley.

Background

2. In response to traffic and road safety concerns raised by Wheatley Parish Council and local residents regarding the central part of Church Road, officers have developed a scheme to introduce some additional lengths of parking restriction designed to help traffic, including buses, move more freely. Details of the proposed restrictions are shown at Annex 1. The Parish Council have agreed to fund these proposals.

Consultation

3. Formal consultation on the proposals was carried out between 9 July and 7 August 2015. Letters were sent to over 50 properties in the immediate area, whilst street notices were also put up at intervals along the street. A public notice was advertised in the Oxford Times, and emails sent to statutory consultees including Thames Valley Police, Fire & Rescue Service, Ambulance service and local County Councillors. A total of 11 responses were received during the consultation period.
4. Objections were received from five residents of Church Road, and these - along with other comments received as part of the consultation - are summarised at Annex 2. Copies of all the responses are available in the Members' Resources Room.

Objections and concerns

5. The potential decrease in parking for local residents close to their homes, coupled with the high number of commuters parking along Church Road was cited as being a major concern from those that responded. In addition, some respondents felt that the restrictions imposed in the public car park on Church Road (preventing all-day parking) have exasperated the problem.

6. Concerns were also raised about the general safety, primarily of vulnerable pedestrians (i.e. the elderly and school aged children) along Church Road, with a belief that the proposals would lead to an increase in speeding traffic.
7. Issues were raised about the suitability of the road for the high level of traffic, including the size and frequency of local bus services. Respondents felt that re-routing bus services along London Road instead would go a long way to addressing the issues experienced within Church Road.

Response to objections and concerns

8. The proposed restrictions have been designed to minimise the loss of on-street parking as the majority of the new restrictions incorporate existing 'access protection markings' and access to driveways – places where parking is discouraged already – such that only 2 or 3 general parking spaces are lost.
9. Records show that there have been no reported road traffic accidents within the last five years, and only 1 in the last ten. A speed survey carried out in late 2004 showed that the majority of traffic travelled at or below the 30 mph speed limit, with 85th percentile speeds of 26.7mph for eastbound traffic and 31.8mph for westbound.
10. The introduction of staggered restrictions will help avoid potential conflict between both vehicles and pedestrians by allowing vehicles to temporarily pull in and thus safely pass each other without the need to mount footways or block the carriageway.
11. The frequency, timing and routing of bus services is primarily a commercial decision by the operators. If services were removed from Church Road it would increase walking distances for passengers wanting to access the facilities in the village centre.

How the Project supports LTP4 Goals

12. The proposals described in this report would help to reduce the risk of accidents, improve public health, safety and individual wellbeing and increase journey-time reliability for public transport.

Financial and Staff Implications (including Revenue)

13. Full funding for the proposal has been secured from the Parish Council, whilst the appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties.

RECOMMENDATION

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

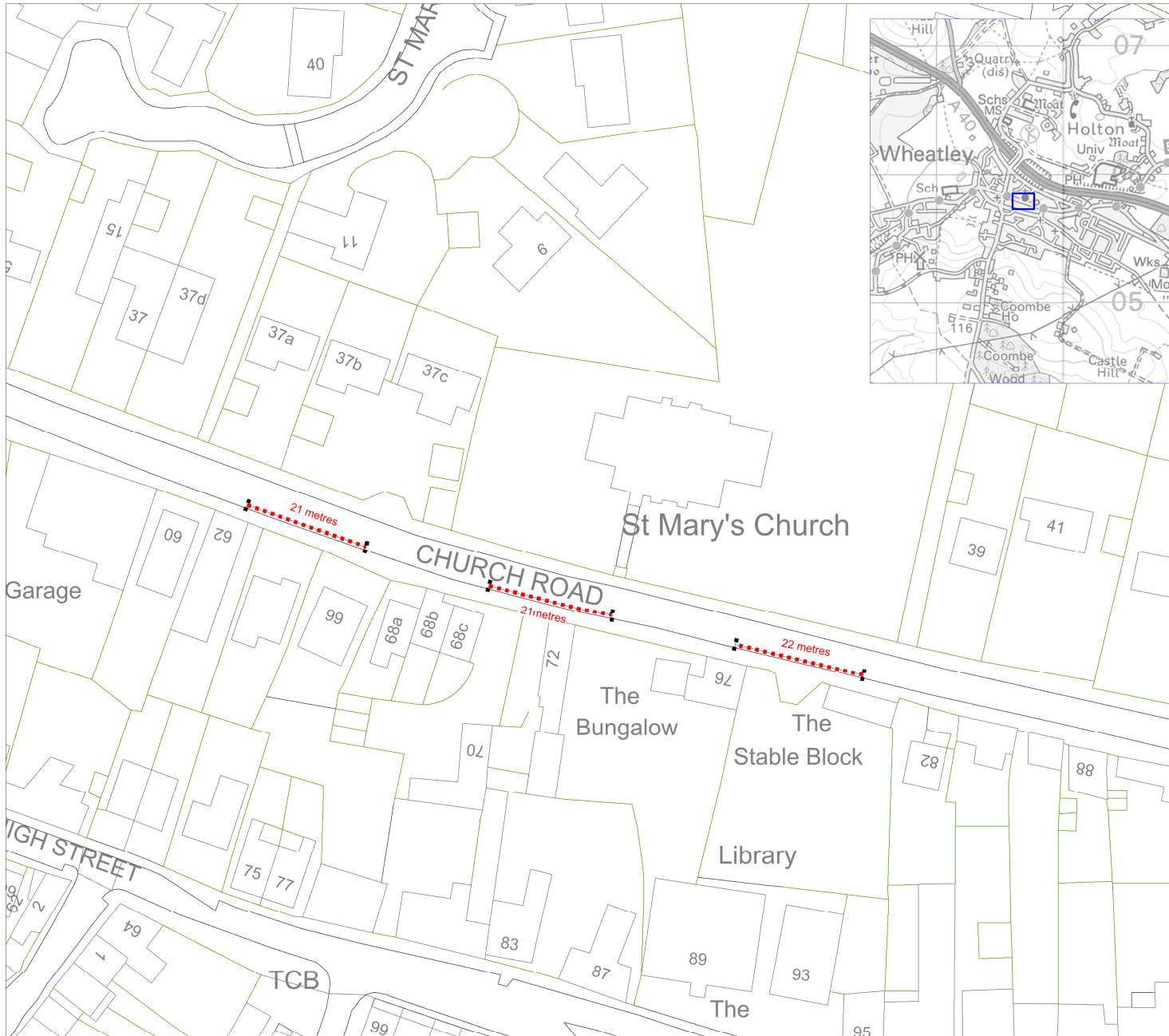
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Owen Jenkins 01865 323304

September 2015



<p>Drawing No. _____</p> <p>Revision 1</p> <ul style="list-style-type: none"> - - - - - Proposed "No waiting at any time" parking restriction (Double Yellow Lines) • End point of proposed restriction <div style="border: 1px solid blue; width: 20px; height: 10px; display: inline-block; margin-right: 5px;"></div> Site Location	<p style="font-size: small;">Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2013. 100023343</p> <div style="text-align: center;"> <p>OXFORDSHIRE COUNTY COUNCIL</p> <p style="font-size: x-small;">Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE</p> <p style="font-size: x-small;">Tel: (01865) 815700 Fax: (01865) 241577</p> </div> <p style="text-align: center; font-weight: bold;">CABINET MEMBER FOR ENVIRONMENT 08 OCTOBER 2015</p> <p style="text-align: center; font-weight: bold;">CHURCH ROAD, WHEATLEY PROPOSED PARKING RESTRICTIONS</p>															
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ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection but comment that the restriction will feature extremely low in terms of any enforcement activity by Thames Valley Police.
Fire & Rescue Service	No objection.
Resident, (Church Road)	Objects. There is already limited parking for residents, the restrictions will cause frustration and disruption within the community.
Resident, (Church Road)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Restrictions would further encourage the road as a ‘rat-run’, ▪ Proper consideration needs to be given to safety of vulnerable pedestrians who already find it difficult to cross, ▪ Kerbs on the north side need to be raised to ensure vehicles cannot mount the pavement putting pedestrians at risk, ▪ Church Road is highly residential and not suitable for through-traffic, with London Road being a better alternative, ▪ Bus timings could be changed to ensure that buses do not meet each other along this stretch of road.
Residents, (Church Road)	Objects. Concerned that vehicular egress from property will be compromised. Feels parking restrictions in Church Road car park contributes to the parking problems along Church Road itself.

<p>Resident, (Church Road)</p>	<p>Objects. Believes that re-routing the buses along London Road would be a more sensible solution. Considers that introducing the restrictions will create an increase in speeding and accidents.</p>
<p>Residents, (Church Road)</p>	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking restrictions have been tried before and did not work, ▪ Believes the road is too narrow to accommodate the buses and a better solution would be to re-route them along London Road, ▪ Feels that local residents are being penalised because of the high number of commuters who park along the road, ▪ Believes that the bus timings and routings are more of a problem, ▪ Introducing the restrictions will create an increase in speeding and accidents.
<p>Resident, (Church Road)</p>	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Concerned that vehicular access to property will be compromised, ▪ Feels that the increase in large buses using the road has had an impact, ▪ Would like to see a residents/business only parking scheme to reduce problems.
<p>Resident, (Church Road)</p>	<p>No objection but comments that the lack of parking for villagers and commuters within the village is the main underlying problem. Would rather see a one-way restriction along Church Road with accompanying parking restrictions along the length of one side.</p>
<p>Resident, (Church Road)</p>	<p>Supports - for road safety reasons.</p>

<p>Resident, (Church Road)</p>	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Proposal does not address the issue of the road being used as a ‘rat-run’, ▪ Speed of traffic at peak times is already fast, by removing parked vehicles will lessen the ‘chicane’ features and increase speeds, ▪ Local residents will find it harder to park near to their homes, coupled with the restrictions at the local car park, ▪ Feels that additional measures such as removing the restrictions within the car park and traffic calming along Church Road need to be considered to make the proposal effective.
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Division(s): Abingdon South

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2015

PROPOSED PARKING RESTRICTIONS – CALDECOTT CHASE, ABINGDON

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report considers objections received as a result of a formal consultation on a proposal to introduce 'no waiting at any time' restrictions at the entrance of Caldecott Chase, Abingdon

Background

2. Following concerns regarding the dangers caused by cars parking close to the junction of Caldecott Close and Blacknell Road, and a site meeting with County Council officers, Thames Valley Police, residents and representatives of Covenant Management Ltd (who manage the Caldecott Chase development), the latter offered to fund the introduction of parking restrictions in this area. The proposed restrictions are shown at Annex 1.

Consultation

3. Formal consultation on the proposals was carried out between 8 July and 7 August 2015. Letters were sent to 143 properties in the immediate area, and street notices were also put up along the street and published in the Abingdon Herald on 8 July, with an email sent to the statutory consultees, including Thames Valley Police, Fire & Rescue Service, Ambulance service and local County Councillors.
4. A total of 7 responses were received including an objection from a resident of Blacknell Road and this – along with other comments received as part of the consultation – is summarised at Annex 2. Copies of all the responses are available in the Members' Resources Room.

Objections and concerns

5. The objection related to a concern that the proposals would lead to parking being displaced from the entrance of Caldecott Chase into Blacknell Road, thus reducing the parking options for residents. Further concerns were raised about the general safety of Blacknell Road specifically (access to Caldecott Chase is via Blacknell Road), with pedestrian safety – particularly school pupils – and vehicle speeds both mentioned.

6. In response, it is understood that residents of Caldecott Chase have access to defined parking places within their development and so should have limited need to park their vehicles on nearby roads. The proposals stem from concerns by residents of Caldecott Chase regarding the safety risks posed to them by vehicles parking on the road where the waiting prohibition is proposed; the removal of this parking will make it easier for residents to use the off-street spaces.
7. On the issue of general road safety concerns in the area, records show that there have been no accidents in either Blacknall Road or Caldecott Chase during the latest 5 year reporting period. Results from a speed survey carried out on Blacknall Road just south of Caldecott Chase in May 2005 showed average speeds of 23mph in either direction.

How the Project supports LTP4 Goals

8. The proposals described in this report would help to reduce the risk of accidents and improve public health, safety and individual wellbeing.

Financial and Staff Implications (including Revenue)

9. Full funding for the proposal has been secured from Covenant Management Ltd. The appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties.

RECOMMENDATION

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

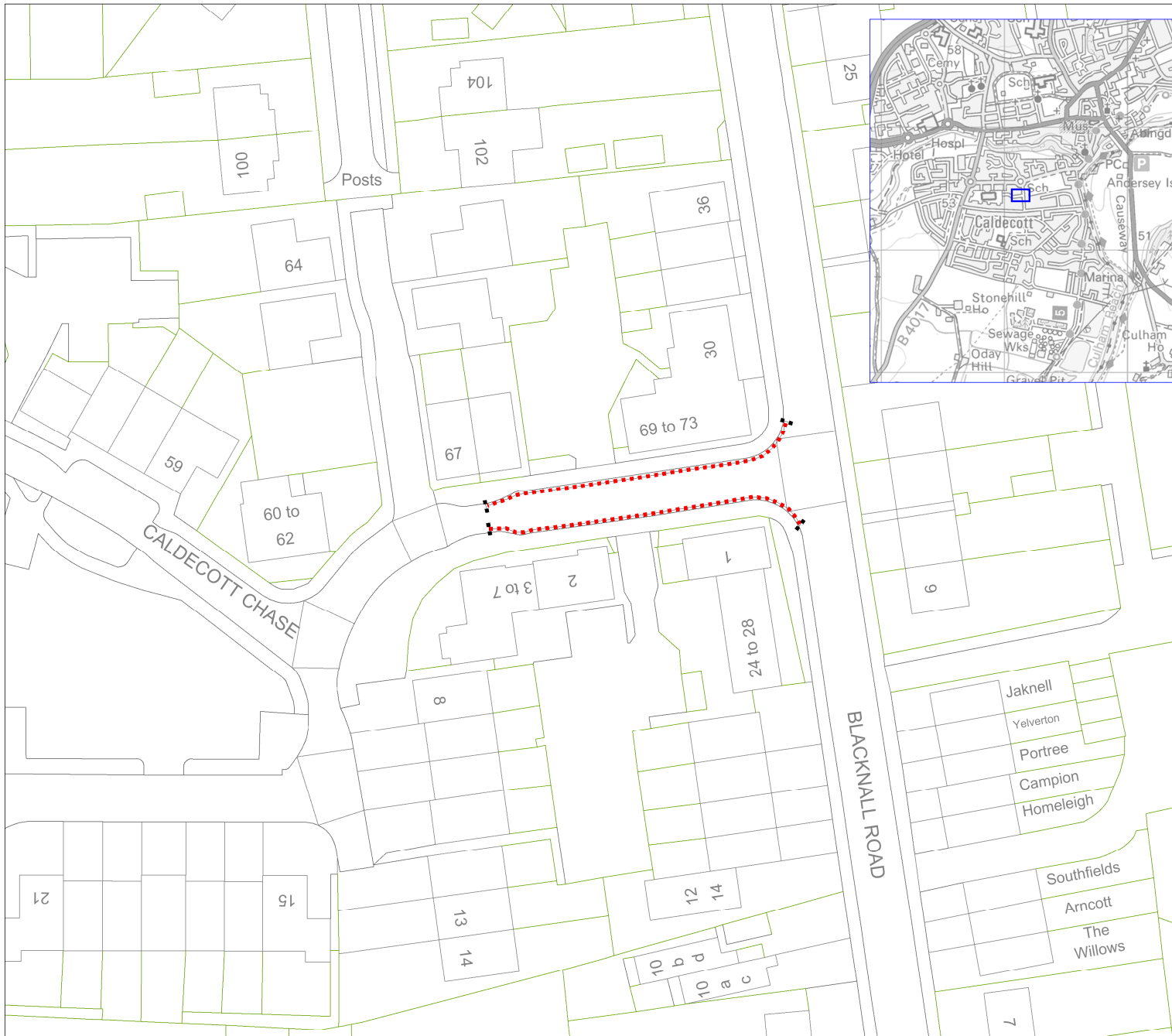
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Owen Jenkins 01865 323304

September 2015



Drawing No.	Revision	1												
<p>Proposed "No waiting at any time" parking restriction (Double Yellow Lines)</p> <p>End point of proposed restriction</p> <p>Site Location</p>														
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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</p>														
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ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection – but comment that the restriction will feature extremely low in terms of any enforcement activity by Thames Valley Police.
Fire & Rescue Service	No objection.
Resident, (Blacknall Road)	Objects – would only agree if a proposed change in parking was also introduced on Blacknall Road. The road should become a residents parking zone only, restricted to the odd numbered houses and only two permits per household. If the proposal is passed on Caldecott Chase then the residents and visitors of 12 – 36 Blacknall Road should have no right to park on Blacknall Road because they have their own car parks behind the properties.
Resident, (Caldecott Chase)	Supports - for traffic safety reasons.
Resident, (Caldecott Chase)	Supports – for traffic safety reasons.
Resident, (Blacknall Road)	No objection – but believes the problem has to be dealt alongside the safety concerns of traffic on Blacknall Road as there are a lot of near misses at the sharp bend in the road at the Saxton Road end which is a major pedestrian walk way for a large volume of school children. The parked cars alongside one side of the road mean there is only traffic flow in one direction anyway, which poses a safety concern (pedestrians & other cars). Traffic flow from Caldecott Chase and Blacknall Road would also be greatly safer with one way traffic, although recognise

CMDE8

	a speed may become an issue, the solution to this would be road humps.
Resident, (Caldecott Chase)	Supports – for traffic safety reasons.

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Division(s): Witney North & East

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2015

PROPOSED RAISED ZEBRA CROSSING – OXFORD HILL, WITNEY

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report considers objections received as a result of a formal consultation on a proposal to introduce a raised zebra crossing in place of an existing 'standard' zebra in Oxford Hill, Witney.

Background

2. The proposal to raise the existing crossing is related to the planning consent for residential redevelopment of the former dairy site and the associated highway alterations. The proposed alterations to the road and the crossing are shown at Annex 1.

Consultation

3. The Formal consultation on the proposals was carried out between 2nd and 31st July 2015. Letters were sent to approximately 100 properties in the immediate area, whilst street notices were also put up at intervals along the street and published in the Oxford Times, with an email sent to the statutory consultees including Thames Valley Police, Fire & Rescue and Ambulance Services, Town and District Councils and local County Councillors. A total of 10 responses were received as part of the consultation process.
4. Objections were received from two local residents along with one from the Stagecoach Bus Company; these along with other comments received as part of the consultation are summarised at Annex 2. Copies of all the responses are available in the Members' Resources Room.

Objections and concerns

5. The objection received from the bus company centred on the proposed height and gradient of the hump on which the crossing is to be sited. They felt that the proposal dimensions were too steep and too high, and as a result would increase the safety risk posed to passengers, whilst also increasing the potential to damage their vehicles.
6. Concerns and objections were raised by some respondents that the proposal would have a number of adverse effects in the immediate vicinity, including increased air and noise pollution, increased road surface wear, delays to

emergency response times and additional queuing traffic at the approach to crossing.

7. Other comments included concerns that the consultation had not been sufficient in coverage and that public funds should not be used in this instance.

Response to objections and concerns

8. In relation to the Stagecoach objection, the developer has now confirmed that the hump design will be amended to ensure that the overall height meets their requirements, with the 100mm height reduced to 75mm.
9. The concerns regarding increases in noise, pollution and road wear are considered to be insignificant, particularly as the height of the new crossing is to be reduced following the objection from Stagecoach. It should be noted that neither the Fire & Rescue nor Ambulance service appear concerned about the proposal and Thames Valley Police have stated that the new crossing may help address speeding concerns in the area.
10. The existing crossing has been in place since 2003. Records show that there have been four reported road traffic accidents within the last 10 years at the site one of which was in the last 5 years.
11. During the planning process and discussions between the developer and both District and County councils, it was decided that a Pelican or Toucan crossing would not be required or appropriate for this location but rather a raised zebra crossing.
12. The statutory consultation was carried out in accordance with current practice, and included notifying local residents in the immediate vicinity through direct letters, public street notices and notification in the Oxford Times.

How the Project supports LTP4 Goals

13. The proposals described in this report would help to reduce the risk of accidents and improve public health, safety and individual wellbeing.

Financial and Staff Implications (including Revenue)

14. Full funding for the proposal has been secured from the local developer undertaking the adjacent works. The appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties.

RECOMMENDATION

15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and amended as described in the report.**

MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed crossing
Consultation responses

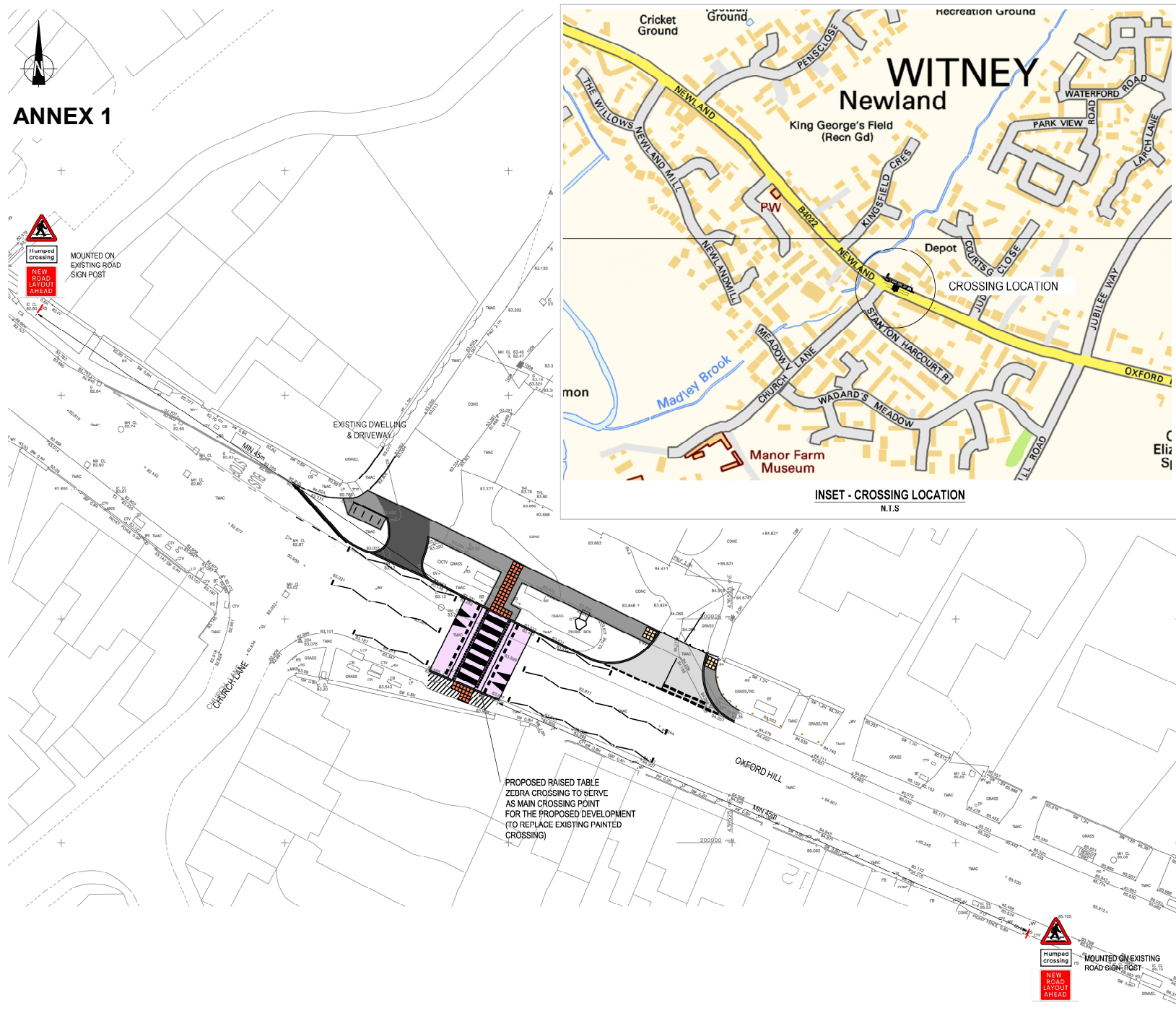
Contact Officers: Owen Jenkins 01865 323304

October 2015

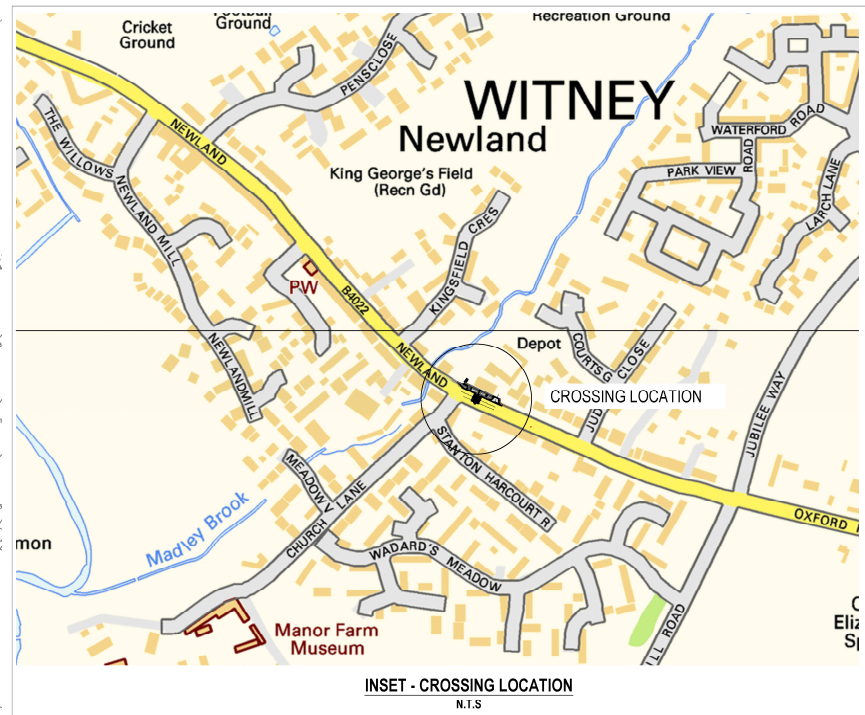
ANNEX 1



Page 4/2



PROPOSED RAISED TABLE ZEBRA CROSSING TO SERVE AS MAIN CROSSING POINT FOR THE PROPOSED DEVELOPMENT (TO REPLACE EXISTING PAINTED CROSSING)



INSET - CROSSING LOCATION
N.T.S

- NOTES**
1. THE PROPOSED DEVELOPMENT CONSISTS OF 14 NO. DWELLING HOUSES (4 NO. 2 BED, 7 NO. 3 BED, 3 NO. 4 BED)
 2. PLANNING REFERENCE: 13/2026/7/177
 3. EXISTING SPEED LIMIT ALONG OXFORD HILL IS 30mph
 4. LANE WIDTHS ARE AS EXISTING
 5. PROPOSED LAYOUT HAS BEEN DESIGNED IN ACCORDANCE WITH OXFORDSHIRE COUNTY COUNCIL CURRENT STANDARDS
 6. ALL ADAPTABLE HIGHWAY WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE DfT SPECIFICATION FOR HIGHWAY WORKS.

LEGEND -

HIGHWAY SURFACING

- PROPOSED FOOTWAY (SEE NOTES)
- PROPOSED CROSSOVER CONSTRUCTION
- TACTILE BLISTER PAVING - BUFF
- TACTILE BLISTER PAVING - RED

Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is made as to its accuracy. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

FOR CONSULTATION
1 OXFORD HILL
 PROPOSED HIGHWAYS AMMENDMENTS
 RAISED CROSSING LOCATION

Client: **HYATT CONSTRUCTION LTD**

Date of 1st Issue: 30.06.15
 Drawn by: CA
 At Scale: 1:100 @ A1 1:200 @ A3
 Checked by: MD
 Drawing Number: 32343_2001_013
 Revision: -

pba peterbrett
 Offices throughout the UK and Europe
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 Peter Brett Associates LLP
 OXFORD
 Tel: 01865 8421 693

File Location: C:\2015 - The Home Day site\csh\148_4hyatt\pba\32343_2001_013 - 01 public consultation.dwg

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection. Comment that the raised hump may help reduce speeds on a road with a speeding complaint history, and may aid road safety with the potentially increased foot-fall from adjacent development and vehicular access.
Stagecoach Bus Company	Object. The proposed nature of the hump (gradient of 1:8 and height of 100mm) is unacceptable for passenger safety reasons and potential damage to buses. Would be satisfied with a hump gradient of 1:15 and a height of 75mm.
Resident, (Manor Road)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ There has been no demonstrated need for a humped zebra crossing at the site, ▪ Proposals will have a number of adverse effects, including: increased road surface wear, increased air and noise pollution, delay emergency response times and create queuing traffic at approach to crossing, ▪ Feels a wider approach to road safety in the area would be more appropriate, ▪ Believes that the consultation was inadequate considering the potential impacts, and should have been wider-ranging, ▪ Would rather see a Pelican or Toucan crossing or improved road markings at the existing crossing.
Residents, (The Willows)	Objects. Believe funds should be saved by not raising the crossing – the money would be better spent improving the crossing point in Mill Street.

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Resident, (Newland)	Supports - for traffic safety reasons.
Resident, (Oxford Hill)	Supports - for traffic safety reasons.
Resident, (Oxford Hill)	Supports - for traffic safety reasons, but comments that this may cause motorists to slow down for crossing and then speed up, creating a safety concern. Would like to see a light-controlled crossing forcing vehicles to stop.
Residents, (Newland)	Supports - for traffic safety reasons.
Resident, (Church Lane)	Supports - for traffic safety reasons.
Residents, (Church Lane)	No objection but comments that the crossing should be relocated northwards to meet the perceived desire line of school children crossing Oxford Hill