



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

***Thursday, 13 October 2016 at 10.00 am
Committee Rooms 1 & 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 21 October 2016 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

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

Peter G. Clark
County Director

October 2016

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

Note: Date of next meeting: 24 November 2016

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

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

4. Proposed Toucan Crossing - A423 Southam Road, Banbury (Pages 1 - 8)

Forward Plan Ref: 2016/064

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

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

The report presents an objection and comments received in the course of a statutory consultation on a proposal to install a toucan crossing on the A423 Southam Road approximately 100 metres north of its junction with Dukes Meadow Drive, Banbury. The crossing (a signal controlled crossing for use by both pedestrians and pedal cyclists) has been proposed to help improve pedestrian and pedal cyclist safety in light of the development of adjacent land for residential purposes.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and described in the report CMDE4.

5. Proposed Controlled Parking Zone - Lye Valley Area, Headington, Oxford (Pages 9 - 20)

Forward Plan Ref: 2016/057

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

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

The report presents objections received in the course of a statutory consultation on a proposal to introduce a new Controlled Parking Zone (CPZ) and Resident Permit Parking scheme in the Lye Valley Area of Headington in Oxford.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the Lye Valley CPZ proposals as advertised and amended as set out in the report CMDE5.

6. Proposed Puffin Crossing - Cumnor Hill, Cumnor (Pages 21 - 30)

Forward Plan Ref: 2014/115

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

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

A development of 192 houses on the former Timbmet site on Cumnor Hill has provided funds for a new Puffin crossing to aid pedestrian movements, for both new residents and also the local community. Cumnor Parish Council has been active in seeking implementation of the new crossing and its location and in July 2014 undertook surveys to determine the desire line used by members of the public and school children and the location of the crossing has been based on this survey

The report considers responses received to a consultation on the proposal.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and described in the report CMDE6.

7. Proposed 20mph Speed Limit - Brightwell-cum-Sotwell Village (Pages 31 - 40)

Forward Plan Ref: 2016/092

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

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

The report presents objections and comments received in the course of a statutory

consultation on a proposal to replace the existing 30mph speed limit throughout the village roads in Brightwell-cum-Sotwell south of High Road with a 20mph speed limit. Funded by the Parish Council the proposal is aimed at improving road safety within the village.

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

8. Proposed Traffic Calming Amendments - Woodstock Road, Stonesfield (Pages 41 - 54)

Forward Plan Ref: 2016/093

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

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

The report presents objections and comments received in the course of a statutory consultation on a proposal to amend the existing traffic calming feature on the Woodstock Road, at the eastern entrance to Stonesfield village.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and described in the report CMDE8.

9. Proposed 30mph Speed Limit Extension - A361 Burford Road, Chipping Norton (Pages 55 - 62)

Forward Plan Ref: 2016/080

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

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

This report presents objections and comments received in the course of a statutory consultation on the proposal to extend the 30mph limit on the A361 Burford Road, southwards from its current terminal point to replace part of the existing 40mph speed limit. The amendment to the speed limit here has been proposed for road safety reasons as a result of the residential development of land adjacent to the A361 Burford Road, at the southern end of Chipping Norton which will create a new junction on the A361.

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

10. Oxfordshire County Council Internal Energy Management Strategy 2015 - 2020 (Pages 63 - 86)

Forward Plan Ref: 2015/106

Contact: Victoria Fletcher, Interim Spatial Infrastructure Planning & Resources Manager Tel: 07500 131855

Report by the Acting Deputy Director for Environment & Economy – Strategy & Infrastructure Planning (**CMDE10**).

Oxfordshire County Council spends around £7 million on the energy needed for its corporate estate and activities. This energy use results in the emission of around 20,000 tonnes of greenhouse gases each year. Medium term predictions of increasing prices create a risk of financial pressure to the organisation if energy is not managed effectively.

During the past year the Energy Strategy team has worked with colleagues across the organisation to develop an Energy Strategy to set out the framework to manage energy use in all areas across our estate and activities to meet the following objectives:

- Maintain corporate energy costs at or below 2014/15 levels by reducing our energy use and purchasing energy effectively.
- Reduce greenhouse gas emissions from our properties and activities by 3% year on year, on average, in line with the Oxfordshire 2030 Sustainable Community Strategy commitment.
- Make use of renewables and innovative new technologies where economically viable to reduce risk of supply, reduce costs and generate income.

The Cabinet Member is RECOMMENDED to support the objectives and principles set out in the Oxfordshire County Council Internal Energy Strategy 2015-2020 document.

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Division(s): Banbury Grimsbury & Castle

CABINET MEMBER FOR ENVIRONMENT – 13 OCTOBER 2016

PROPOSED TOUCAN CROSSING – A423 SOUTHAM ROAD, BANBURY

Report by Interim Director of Environment & Economy (Commercial)

Introduction

1. This report presents an objection and comments received in the course of the statutory consultation on the proposal to install a toucan crossing on the A423 Southam Road approximately 100 metres north of its junction with Dukes Meadow Drive, Banbury.

Background

2. The toucan crossing (a signal controlled crossing for use by both pedestrians and pedal cyclists) is proposed to help improve pedestrian and pedal cyclist safety in light of the development of adjacent land for residential purposes. The location and detail of these proposals is shown at Annex 1 and Annex 2.

Consultation

3. The formal consultation on the proposals was carried out between 19 May and 10 June 2016. A public notice was advertised in the Banbury Guardian on 19 May, and street notices were placed at intervals along the road in the immediate vicinity. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Town & District Councils and the relevant local County Councillors (including those representing the other neighbouring divisions).
4. One objection to the proposal was received during the consultation period, and this – along with other comments received as part of the consultation – are summarised at Annex 3. Copies of all the responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal, but did raise some concerns regarding the current conditions at the site.
6. Councillor Beal (the local Member for Banbury Grimsbury & Castle) indicated his support for the proposals.

Objections and concerns

7. The objection was submitted on the part of residents of an existing dwelling adjacent to the proposed crossing on the grounds that the crossing would result in large number of pedestrians congregating to use the crossing and the consequent loss of privacy, and that the crossing would result in noise disturbance due to vehicles (including lorries) braking and then waiting at the crossing, together with the noise from the audible crossing signals. Additionally concerns were expressed over safety, including on the grounds that the current 40mph speed limit is poorly respected, and also that it would increase the difficulties for drivers of vehicles exiting the access to adjacent properties.

Response to objections and concerns

8. Signalled crossings are routinely provided on roads of a similar character (taking account of the traffic flows, speed limit and the proximity of residential development and accesses) and have very good safety records. It is accepted that the major residential development in the area has and will continue to change the character of the environment in the vicinity of the existing residential premises, and that there will clearly be an increase in pedestrian activity and the potential for some additional noise for the reasons cited. However, again on the basis of experience of other similar sites, it is not judged that these will lead to a significant nuisance. Specifically on the matter of the audible signals, these in fact would not be provided with the layout proposed due to the possibility of pedestrians mistaking which of the two separate signalled crossing points the audible signal applied.

How the Project supports LTP4 Objectives

9. The proposals would help facilitate the safe movement of pedestrians and pedal cyclists in the area which will significantly increase as a result of the adjacent residential development.

Financial and Staff Implications (including Revenue)

10. Full funding for the proposal has been secured from the developer. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

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

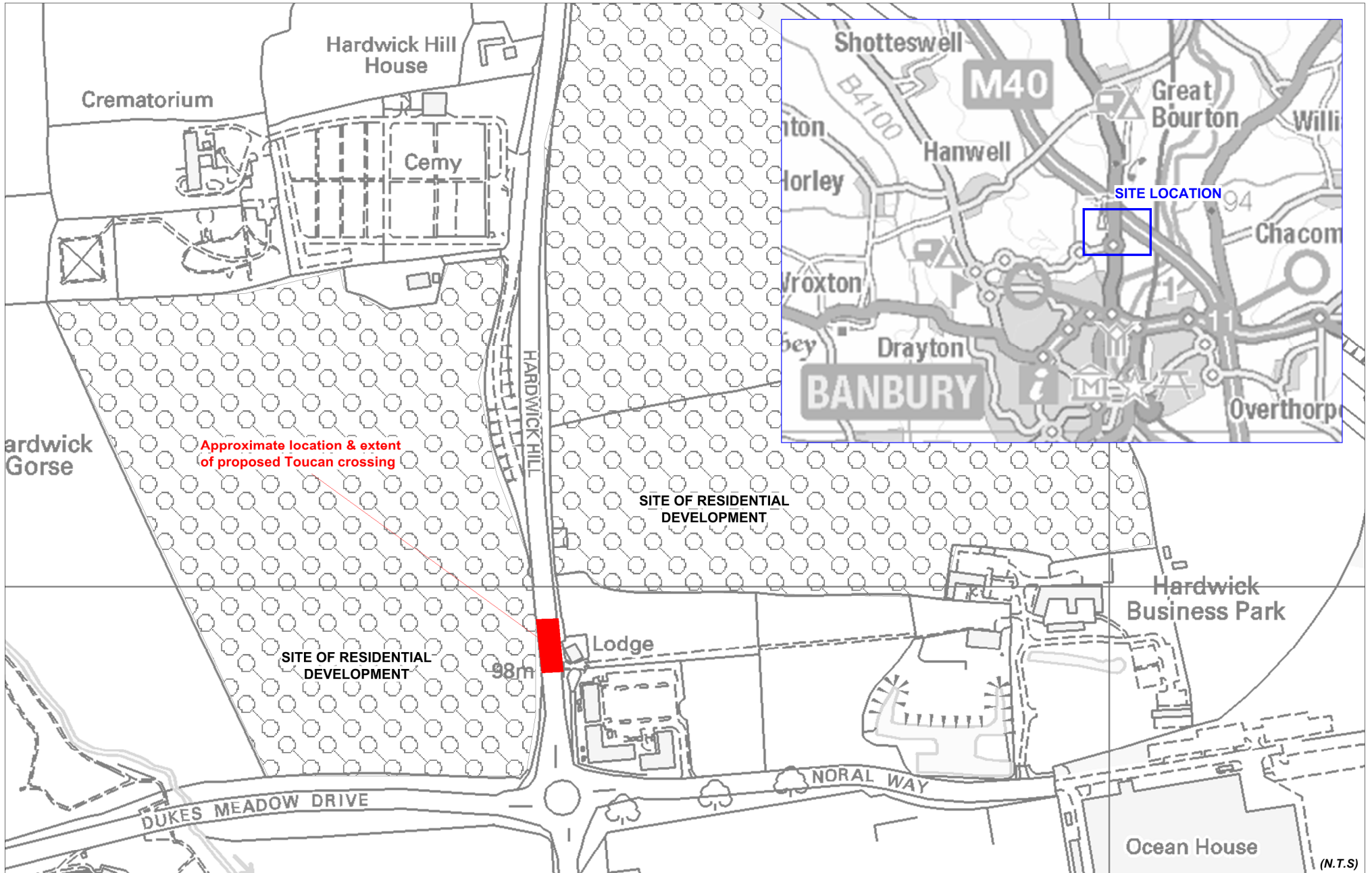
CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

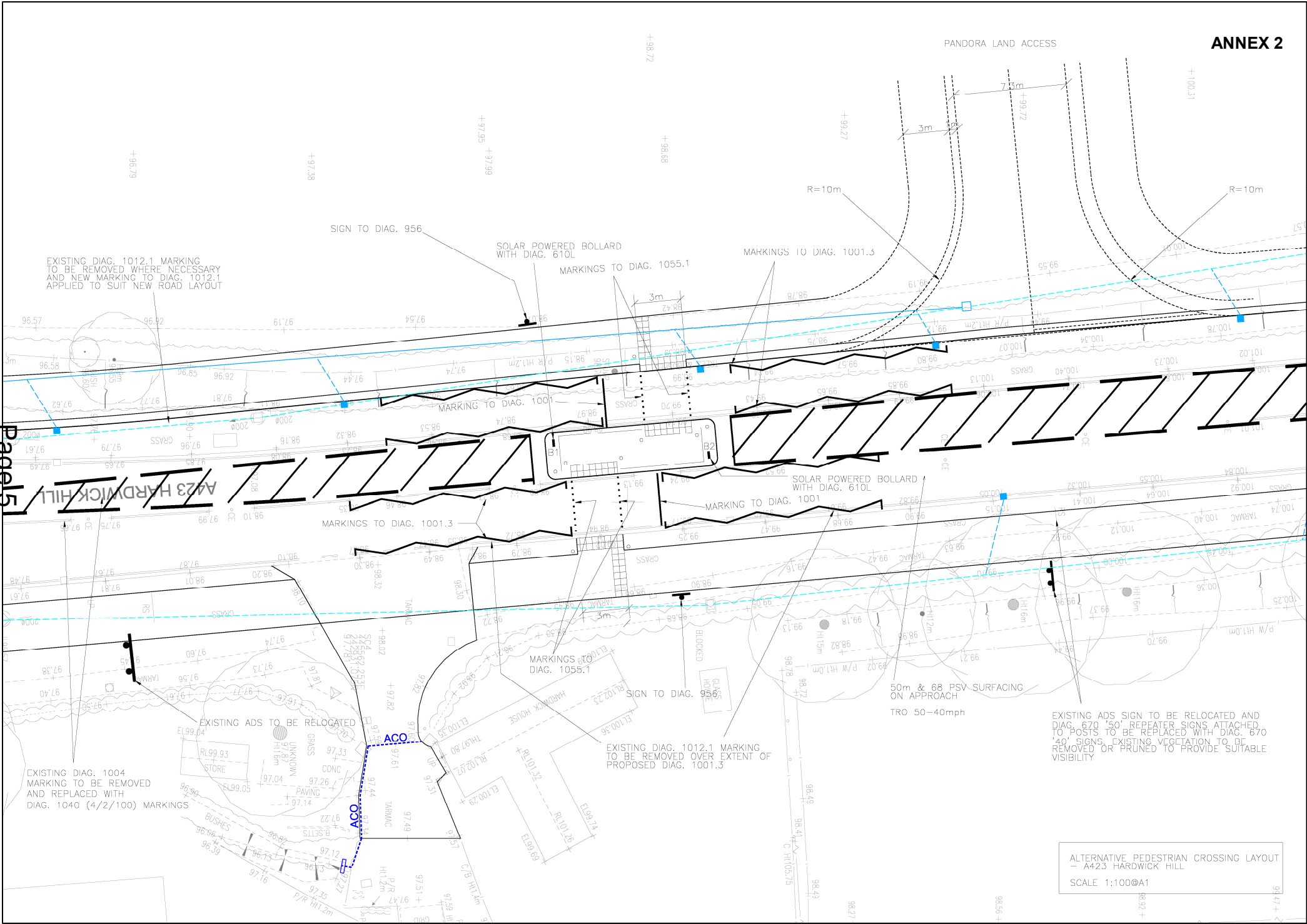
CMDE4

Contact Officers:
September 2016

David Tole 07920 084148



PANDORA LAND ACCESS



EXISTING DIAG. 1012.1 MARKING TO BE REMOVED WHERE NECESSARY AND NEW MARKING TO DIAG. 1012.1 APPLIED TO SUIT NEW ROAD LAYOUT

SIGN TO DIAG. 956

SOLAR POWERED BOLLARD WITH DIAG. 610L

MARKINGS TO DIAG. 1055.1

MARKINGS TO DIAG. 1001.3

R=10m

R=10m

Page 15

A423 HARDWICK HILL

MARKING TO DIAG. 1001.3

SOLAR POWERED BOLLARD WITH DIAG. 610L

MARKING TO DIAG. 1001.3

MARKINGS TO DIAG. 1001.3

MARKINGS TO DIAG. 1055.1

SIGN TO DIAG. 956

EXISTING DIAG. 1012.1 MARKING TO BE REMOVED OVER EXTENT OF PROPOSED DIAG. 1001.3

50m & 68 PSV SURFACING ON APPROACH
TRO 50-40mph

EXISTING ADS SIGN TO BE RELOCATED AND DIAG. 670 '50' REPEATER SIGNS ATTACHED TO POSTS TO BE REPLACED WITH DIAG. 670 '40' SIGNS. EXISTING VEGETATION TO BE REMOVED OR PRUNED TO PROVIDE SUITABLE VISIBILITY

EXISTING DIAG. 1004 MARKING TO BE REMOVED AND REPLACED WITH DIAG. 1040 (4/2/100) MARKINGS

EXISTING ADS TO BE RELOCATED

ALTERNATIVE PEDESTRIAN CROSSING LAYOUT - A423 HARDWICK HILL
SCALE 1:100@A1

ANNEX 3

| RESPONDENT | SUMMARISED COMMENTS |
|---|---|
| (1) Thames Valley Police | <p>No objection – with the following comments:</p> <ul style="list-style-type: none"> ▪ Accepting the proposed crossing in the current state of the road character and condition is a risk that the highway authority must take, especially in view of the likely developer contribution towards construction costs. ▪ This however is not considered best practice when establishing a road safety feature, where key infrastructure has not been completed that could potentially affect its safe operation and use. ▪ The sightlines are currently good and inter-visibility is not currently considered a safety factor. The crossing is located close to one residential property and a reasonable distance north of the roundabout junction. However there is the potential for rear end shunt accidents when the light crossing lights are red for traffic. |
| (2) Local County Councillor | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Seems to be a very sensible thing to put a crossing on this road. |
| (3) Resident, (Southam Road, Banbury) | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ There will be pedestrians continually stood right outside our bedroom window & garden 24 hours 7 days per week. ▪ When pedestrians press the button to change the lights and stop the traffic to successfully cross the road safely, this will be a continuous beeping and flashing of the traffic lights which come with a toucan crossing able to be heard and seen whilst in our house at all hours of the day with no rest. ▪ The traffic stopping directly outside our house will also poses a high noise problem and at unsociable |

CMDE4

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| | <p>hours of the day especially lorries.</p> <ul style="list-style-type: none">▪ Please also consider the amount of extra cars which will be travelling up & down the Southam Road. The speed limit is 40 hardly anyone adhering to this as it stands now. There would be an accident waiting to happen if a toucan crossing was installed in the proposed location.▪ The Toucan Crossing will also cause significant traffic problems for us & our neighbours at Hardwick house turning right and left outside of the driveway.▪ These points I have highlighted significantly reduce our privacy as the height of the footpath has been raised for the current housing development being undertaken. I am as you can imagine not happy with the positioning of this proposed toucan crossing. |
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CABINET MEMBER FOR ENVIRONMENT - 13 OCTOBER 2016

PROPOSED CONTROLLED PARKING ZONE – LYE VALLEY AREA, HEADINGTON, OXFORD

Report by Interim Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections received in the course of a statutory consultation on a proposal to introduce a new Controlled Parking Zone (CPZ) and Resident Permit Parking scheme in the Lye Valley Area of Headington in Oxford.

Background

2. Parts of the Lye Valley area already experience problems of commuter parking by non-residents and further parking pressures are anticipated following the development of the Oxford University Old Road Campus as this is the nearest area which does not have parking controls to protect residents. The Old Road site has planning consent and the first phase is due to open soon – further phases plus expansion at the Churchill, Warneford and Nuffield Hospitals will increase parking problems in Lye Valley. In approving these developments, funding has been obtained to enable the extension of CPZs in this part of Headington.

Proposals

3. Following informal consultation with all residents in 2015 and discussions with local County Councillor, proposals have been drawn up to introduce a CPZ with a Permit Parking system for residents and their visitors, combined with 'limited waiting' of up to 2 hours without requiring a permit.
4. It is proposed that the CPZ will only operate between the hours of 9.00am to 5.00pm Monday to Friday, which will mean that outside of those days and times a permit will not be required and the two hour waiting restriction will not apply. Permits for residents and visitors will be available to residents under the same conditions and charges as other CPZs in Oxford and there will be no restriction on the number of residents permits issued to each household.
5. In view of the self-contained nature of the Lye Valley area and the availability of kerbside and off-street parking for residents it is proposed that the CPZ would be a Minimum Impact Zone. This means that there would no formalised parking bays but rather the Zone would just have entry and exit signs indicating that all vehicles parked on-street within the Zone must display the relevant permit or can only park for up to 2 hours, during the Zone Operating

Hours. The proposed Zone Boundary is shown at Annex 1 (a large scale plan will be available at the meeting).

6. It is proposed to retain the existing 'No Waiting at Any Time' restrictions (double yellow lines) within the CPZ but to remove the existing daytime waiting restriction (single yellow line) on the northern side of Cinnaminta Road. Parking restrictions along The Slade were approved as part of the Access to Headington scheme and these are not affected by this proposed CPZ.

Consultation

7. Formal consultation on the proposals was carried out between 19 May 2016 and 17 June 2016. Letters were sent to over 800 properties in the affected area and street notices were placed on site. A public notice was placed in the Oxford Times on 19 May, with all documentation emailed to the statutory consultees including Thames Valley Police, Fire & Rescue Service, Ambulance service and local County Councillors. All Consultation documents were available for inspection on Council's Consultation Portal, at County Hall and at Headington Library. A total of 35 responses were received and these are summarised at Annex 2 along with officer responses.
8. Some 17 objections were received and the themes of those were that respondents did not want the proposed CPZ as they did not consider it necessary, did not want to pay for permits, and felt that the Hospitals should have to pay. Likewise objectors felt that Hospitals should provide adequate parking for their staff and visitors and that Planning Approval should not be granted without adequate parking on site. There was also objection to the daytime waiting restriction being removed from the north side of Cinnaminta Road, and also doubts about the effectiveness of the CPZ without adequate enforcement.
9. Other comments received included that the CPZ was not needed for some parts of the proposed Zone area, that marked bays were needed to protect driveways and prevent bad parking, more residents will pave their gardens and the resulting additional dropped kerbs will further reduce available on-street parking. Some respondents felt that the Zone should operate at all times rather than Monday to Friday daytime only.
10. Councillor Liz Brighthouse supports the proposal and Thames Valley Police have no objections. Stagecoach have suggested some additional yellow lines in Hollow Way near its junction with The Slade in view of junction changes proposed for the 'Access to Headington' project.

Response to objections and comments

11. As noted above, the scheme is proposed to address the current and future parking pressures in the Lye Valley area for the benefit of residents and their visitors. The design of the scheme – to require permits only during the daytime Monday to Friday and with Zone-wide 2-hour parking for short stays – is intended to have the least impact on those who live in or visit the area. The

charges made for permits are to fund the ongoing operation of the CPZs, including enforcement.

12. The suggestion that the Hospitals and other developments should not receive planning approval without providing parking for all staff and visitors is not in line with the long-established policies of the County and City Councils to work with employers to reduce peak time travel by car and to encourage more sustainable travel such as by bike, bus or Park and Ride.
13. The layout of the roads in Lye Valley together with the small size of the area is such that to exclude parts of the area from a CPZ would simply result in parking in those streets by commuters and those wishing to avoid having to pay for a permit.
14. With regard to requests that the CPZ be of the more 'traditional' design with marked bays and signs in order that parking occurs in a more orderly way, it is considered that once the pressure for space is reduced by the removal of non-residents' vehicles then there is no need to be prescriptive about where residents park. However this matter will be kept under review once the CPZ is in operation.
15. The concerns that have been expressed regarding the potential for an increase in the amount of front gardens being converted into off-street parking are noted. In response, one of the reasons for the limited hours of operation of the scheme is to try to reduce this as permits will not be required for evening and weekend parking.
16. The additional restrictions in Hollow Way requested by Stagecoach were not considered as necessary as part of the Access to Headington proposals, but could be considered in the future if found to be required.
17. The request to retain the single yellow line on Cinnaminta Road that is proposed to be replaced by the zone-wide restriction is accepted as it is recognised that there are particular access issues due to the presence of adjacent businesses. Consequently it is recommended that the existing restriction remains in place.

How the Project supports LTP4 Objectives

18. The proposal would help reduce and prevent commuter parking, reduce the risk of accidents and improve road safety by facilitating the safe passage of vehicles.

Financial and Staff Implications (including Revenue)

19. Full funding for the implementation of a Controlled Parking Zone has been secured through S106 developer agreements.

RECOMMENDATION

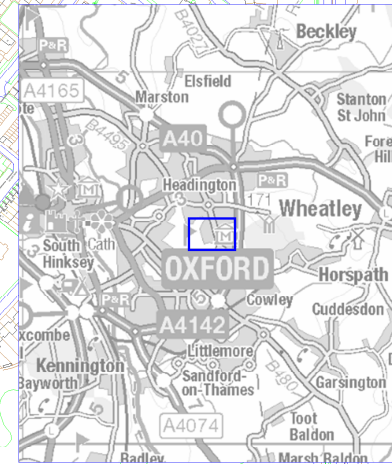
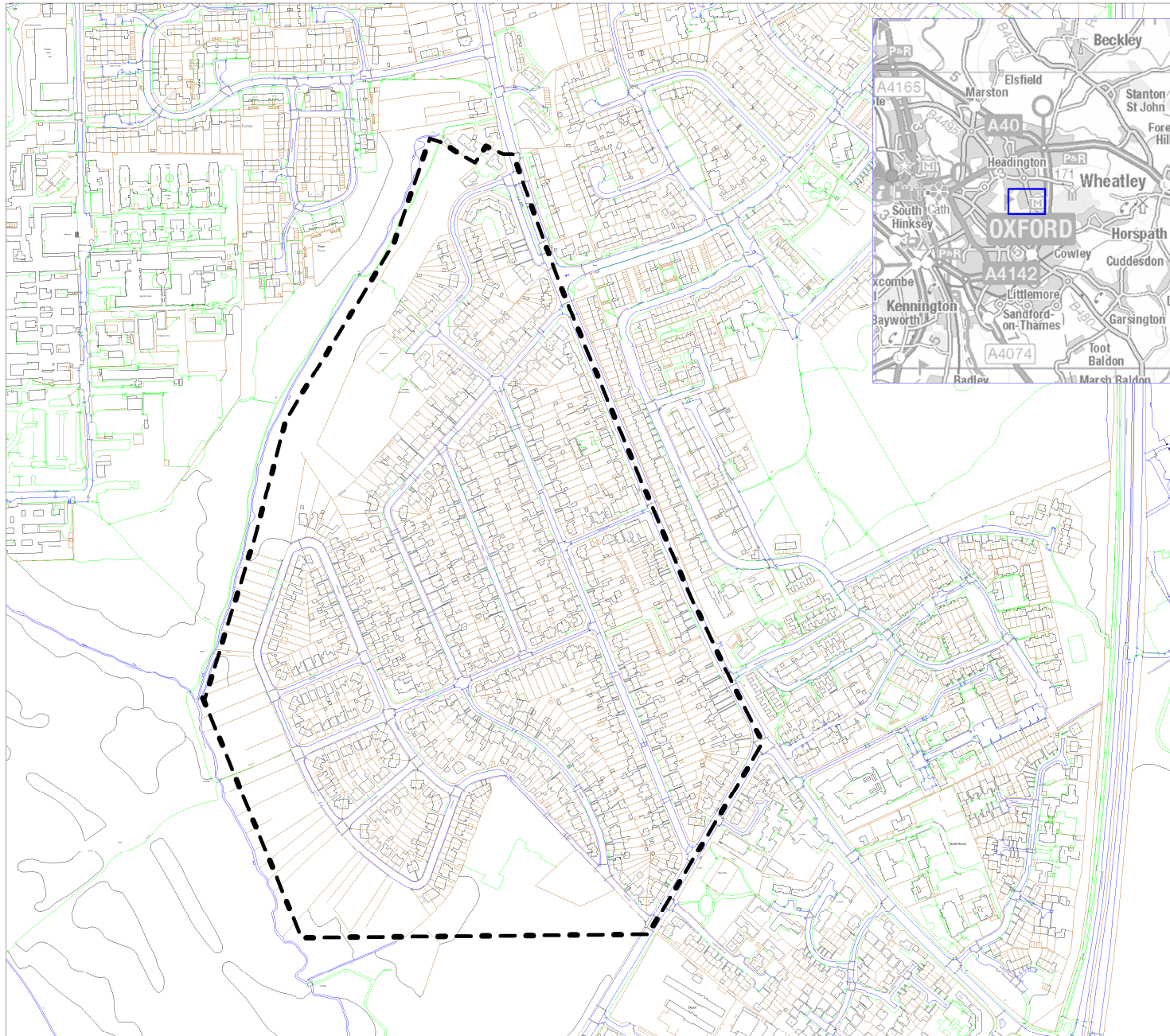
20. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the Lye Valley CPZ proposals as advertised and amended as set out in the report.**

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

September 2016



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|---|---------------|----------------|
| Drawing No. | Revision 1 | |
| <p>--- Area to be considered for Controlled Parking Zone</p> <p>□ Site Location</p> | | |
| <p>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 2016. 100023343</p> | | |
| <p>OXFORDSHIRE COUNTY COUNCIL <small>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 615700 Fax: (01865) 241577</small></p> | | |
| <p>CABINET MEMBER FOR ENVIRONMENT 13 OCTOBER 2016</p> | | |
| <p>LYE VALLEY, OXFORD PROPOSED CONTROLLED PARKING ZONE</p> | | |
| Drawing Status | | |
| Drawn by: | Checked by: | Approved by: |
| CJM | | |
| Date drawn: | Date checked: | Date approved: |
| 07/07/2016 | | |
| Drawing No. | Revision 1 | |

Annex 2

| Respondent | Comments | Officer Response |
|--------------------------------|---|---|
| Thames Valley Police | No Objection | Noted |
| Commercial Manager, Stagecoach | With the proposed changes to The Slade/Horspath Driftway/Hollow Way roundabout inc. the new right-turn lane from The Slade, traffic flow may be best if parking not allowed between this junction and 236 Hollow Way M-F 0700-1900 as currently northbound traffic on Hollow Way can be blocked as isn't sufficient space for parked cars & 2 lanes of southbound traffic on roundabout approach. | Not deemed necessary as part of Access to Headington Proposals. Could be considered in future if proves to be needed. |
| Resident of Bulan Rd | Can 10 min parking provision be made in Cinnaminta Rd for Shop users? Is under the impression that the existing SYL on north side is being made a DYL? Can something be put in place to keep south side pavement clear as parked Shop Proprietors vehicles overhang pavement causing obstruction for those with impaired mobility. Garage access road off Bulan Rd opp. Coverly Rd needs to be managed as unrestricted parking there would churn-up grass and need bollards to prevent. Possibly garage area itself would need signage to prevent all day parking. | Parking would be permitted for up to 2 hours without a Permit. SYL is not being made a DYL & so will be no increased pressure on the southern side. This area is not Public Highway, but could consider 'Private Road' signs from Bulan Road. |
| Resident of Bulan Rd | Fully supports and agrees with the proposed CPZ. | Noted |
| Resident of Bulan Rd | Against proposed parking charge & will have to tarmac front garden to avoid it, as will most people resulting in more dropped kerbs & less on-street parking & worse drainage with flooding already bad at the junction. Wife has an adapted mobility car & will there be any concessions for disabled? Considers the CPZ to be just a money making scheme. | Dropped kerbs and tarmacked front gardens would be subject to usual application and approval procedures. A Disabled Badge qualifies as a Permit in all CPZs Permit charges only cover costs. |
| Resident of Bulan Rd | Strongly supports a CPZ, but opposes not having marked bays as does not protect driveways & prevent obstructive pavement | The objective is to remove Commuter Parking, which should reduce inconsiderate |

CMDE5

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| | <p>parking. HMOs are a problem and marked bays would act as a deterrent. 24/7 Hospital working may necessitate all week restrictions, but suggests a lenient weekend system be trialled for 6 months.</p> | <p>parking. Future changes to the days/hours of operation of the CPZ could be considered if parking pressures increase.</p> |
| Resident of Dene Rd | <p>Objection as is not needed for whole of Dene Rd. City Council is making the Hospitals provide additional parking for their Developments which should be adequate. Not close enough to warrant it & why is Wood Farm not being considered which is closer. Nos. 1-70 Dene Rd should not be included and such Zone should only start at junction Coverley Rd. What about elderly who need regular day visits & Tradespeople. Restricting vehicle size is incorrect as will interfere with livelihoods. Just a money-making exercise and will not pay for a Permit.</p> | <p>Any part of Dene Rd not included would suffer from displaced parking. Hospitals will only have sufficient parking for their operational needs and will not provide for general commuter parking. Wood Farm issues are subject to a future review. Residents aged 70+ receive free Visitors Permits and registered Carers can have Permits issued for free. Traders Permits will be available to apply for. The restriction on vehicle size applies in most CPZs to prevent parking by vehicles which are inappropriate for a residential area. Permit Charges only cover costs</p> |
| Resident of Dene Rd | <p>Please include 'designated parking' for Dene Rd after Bulan Rd junction as road is narrow and inconsiderate parking causes obstruction, together with parking on road hump. Some properties have white line restrictions reducing parking opportunities. Who will enforce as parking enforcement officer rarely/never seen?</p> | <p>The objective is to remove commuter parking whilst introducing a system as flexible for residents as possible and not prescribing how they park. Removing commuter parking should help address inconsiderate parking. Enforcement will be carried out by the Council's contractor, as in other CPZs</p> |
| Resident of Dene Rd | <p>Do need a CPZ but does not think it should be Minimum Impact as that will not control parking because most of roads and paths are too narrow needing accurate parking on the paths and 'designated' parking bays. Increased parking, with opposite parking is causing difficulty getting out of driveways & obstruction. Uses a Mobility Scooter & finds paths obstructed.</p> | <p>The objective is to remove commuter parking whilst introducing a system as 'flexible' for residents as possible & not prescribing how they park. Removing commuter parking should help address inconsiderate parking. With the removal of</p> |

CMDE5

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| | Roads are for driving not parking & parking spaces should be limited with a restriction on the no. of Permits per Property to counter problem from HMOs. Where possible, residents should open up their garden & park off road. | commuter parking, 'permit restraint' is not considered necessary. Dropped kerbs and garden parking will be subject to usual application & approval rules. |
| Resident of Dene Rd | Supports this proposal for a CPZ for the Lye Valley area. | Noted |
| Resident of Dene Rd | <p>Given the 2 hour waiting limit and the number of traffic wardens who will be policing the CPZ, it is unlikely to catch many non-residents and If they were to get a ticket once a week it is likely to be cheaper than the cost of paying for parking at the redeveloped Old Road campus. If the CPZ is brought in it must be policed rigorously and is what you would expect from the £60+ cost of a permit. Hollow Way has Urban Clearways that are rarely policed.</p> <p>Would like to see figures showing where the revenue generated would go to ensure this isn't just a profit generating scheme.</p> <p>Why is planning permission being granted for the redevelopment if their proposals do not include adequate parking provision?</p> <p>Why isn't Oxford University being charged, not residents?</p> <p>Parking has been an issue all the time I've lived here. Getting the kerb dropped to extend my drive to two cars wide seems to be a very bureaucratic process and so haven't gone further.</p> <p>If you do decide to bring in the CPZ could you carry out a carriageway or footway improvement scheme and add dropped kerbs where people require? I would be happy to pay for the service if it was a one stop shop done through the council at cost This would improve parking in the Lye Valley area and stop cars from obstructing pavements all the time not just weekday working hours.</p> | <p>Permit Charges will provide for adequate enforcement and should deter commuter parking.</p> <p>The County Council publishes an annual report on civil parking enforcement which is available on the website and sets out the financial details of the parking operation.</p> <p>It is to deal with both the existing and anticipated parking issues that the CPZ has been developed.</p> <p>Dropped kerbs will continue to be subject to the usual Application and approval procedures</p> |
| Resident of Dene Rd | Objecting as penalises residents who are currently able to park for free on roads outside their homes. It is the product of a poor planning decision on the Old Road plans. It is for profit and not convinced what benefits this Annual fee will bring. How often will the traffic warden be in the CPZ? Does not address concerns | The suggestion that the Hospitals and other developments should not receive planning approval without providing parking for all staff and visitors is not in line with the long-established policies of the County and |

CMDE5

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| | about being able to park outside my home at night and the issue of shift workers at Old Road campus. Why wasn't adequate underground parking for the campus stipulated if they want to attract the best talents to work there. The campus should pay, not residents. It appears to push problems on to local communities and create ill will. | City Councils to work with employers to reduce peak time travel by car and to encourage more sustainable travel such as by bike, bus or Park and Ride. |
| Resident of Glebelands | Do not include Glebelands, Lye Valley and the streets in between as there is plenty of space in the daytime and would not want to pay for Permits when no problem exists. | Any roads not included would suffer from displaced parking. |
| Resident of Hollow Way | Is over 70 and Parks off road at all times and will they have to buy a Residents Permit? | No, there is no need for a Permit if not intending to park on the road for more than 2 hours during the 'Restricted Hours' |
| Resident of Hollow Way | Selling Permits will only move problem elsewhere. It's a money making venture. Build a multi-storey car park at the NOC & charge to park & give money to NHS. You have a budget & so do most families. | The Scheme is designed to address the problems that adjacent developments will bring and the Permit charges are to cover the costs of administering the Scheme. The building of a multi-storey car park at the NOC would be a matter for the NHS to decide upon & fund. |
| Resident of Inott Furze | Hospitals should provide ample parking. Residents should decide. May need some control on Hospital Visitor's & Workers parking but should not have to pay for it. | The suggestion that the Hospitals and other developments should not receive planning approval without providing parking for all staff and visitors is not in line with the long-established policies of the County and City Councils to work with employers to reduce peak time travel by car and to encourage more sustainable travel such as by bike, bus or Park and Ride. |
| Resident of Lye Valley | in favour of a CPZ in this area | Noted |
| Resident of Peat Moors | Welcomes proposals, but believes should be marked bays and lines across driveways and residents should not be allowed to park across own driveways causing access problem for neighbour. Will need regular enforcement, or 2hr parking should | It is the aim of the proposals to prevent commuter parking, whilst being as flexible as possible for residents, and not to control how people park. Removing commuter |

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| | be dropped from Proposals. Scheme should operate 8am to 6pm 7days a week as their neighbour is as much a problem as commuter parking. | parking should reduce the incidence of inconsiderate parking. |
| Resident of Peat Moors | <p>Objects on the following points:-</p> <ul style="list-style-type: none"> • If there is not enough parking at the Hospitals, then a CPZ will simply move problem elsewhere • Further Hospital expansion should have Planning Condition of adequate on-site parking • If Hospitals can't afford adequate parking they should not be allowed to expand and why hasn't residential development on Warneford land been stopped and looked at for parking • Should not have to pay to park when failing is by Planners & Highways staff • It is a stealth tax • Existing double yellow lines on Peat Moors do not get enforced, but suspects they would get tickets for not displaying Permits • The Slade is already heavily congested & further Hospital expansion shouldn't be allowed • Will the Bullingdon Community Centre car park be included and if so how enforced. | <p>The suggestion that the Hospitals and other developments should not receive planning approval without providing parking for all staff and visitors is not in line with the long-established policies of the County and City Councils to work with employers to reduce peak time travel by car and to encourage more sustainable travel such as by bike, bus or Park and Ride. Permit charges are to cover operational costs only. Enforcement of parking restrictions is carried out throughout the City. The Access to Headington scheme is intended to address issues such as congestion along The Slade. The Bullingdon Community Centre car park would not be included in the CPZ as it is not public highway.</p> |
| Resident of The Slade | <p>Raises a question about parking behind the flats where he parks. It is a row of Council garages, accessed from Bulan Rd. Asks if this area is to be included in restrictions</p> | <p>This area is not public highway and so will not be part of the CPZ.</p> |
| Resident of The Slade | <p>Generally in favour and supports a Minimum Impact Zone provided it's enforced. The introduction of permit free parking bays outside flats 31-39 The Slade would be an absolute disaster for the residents.</p> | <p>Permit charges will cover the cost of enforcement. The parking bays in the location referred to will have the same restrictions as the rest of the CPZ.</p> |
| Resident of Town Furze | <p>Should not go ahead as area has no problem from overflow parking and concludes it is just to raise revenue. People will tarmac gardens & ruin aesthetics of area & reduce road parking potential. Agrees for some areas, but this area below Dene Rd</p> | <p>Adjacent Development would bring problems of commuter parking. Permit charges are to cover costs. Dropped kerbs and garden parking will be subject to usual</p> |

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| | going south-west towards Golf Course does not need it. | application & approval procedures. Any part not included will suffer from displaced parking. |
| Resident of Town Furze | I reluctantly support a CPZ but given that we should have one, I strongly support the Minimum Impact variety. | Noted |
| Resident | Do not introduce as it's premature as no problem currently exists. Unrestricted parking makes the area more friendly and welcoming. | It is anticipated that the area will be affected by additional commuter parking arising from nearby development. The design of the scheme is intended to have minimum impact on the neighbourhood. |
| Resident | Agrees further restrictions are necessary, but objects to the removal of the single yellow line on the north side of Cinnaminta Rd as the road is not wide enough for parked vehicles on both sides and would lead to a dangerous back-up of vehicles on The Slade trying to get into the road. Parking on the pavement causes a danger for disabled & partially sighted and cars already park on the north side partially blocking access and reducing this restriction would make that worse. | It is now recommended to not proceed with the implementation of the proposal to remove the single-yellow line limited waiting restriction on the northern side of Cinnaminta Road. |
| Resident | Every resident they've spoken to is strongly against the scheme. Most have off-road parking and is not a significant problem here. Old Road is a considerable distance away. Covert agenda to push through to raise funds. No point whatsoever in engaging in local politics. | Consultation has proven most favour the introduction of a CPZ. It is anticipated that adjacent Development will bring additional problems of commuter parking when complete. Permit charges only cover costs. |
| Resident | Would like to fully support this proposal for a CPZ for the Lye Valley area | Noted |
| Resident | There isn't a parking problem on my street. This feels like just another way for the council to make money out of residents rather than provide a useful service. | It is anticipated that adjacent Development will bring additional problems of commuter parking when complete. Permit charges only cover costs. |
| Resident | We do not want it. The hospitals should have to pay for the parking permits. We should not have to have it. We should not have to pay for it. | It is anticipated that adjacent Development will bring additional problems of commuter parking when complete. Permit charges only cover costs. |

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| Resident | We do not want it. The hospitals should have to pay for the parking permits. We should not have to have it. We should not have to pay for it. | As above |
| Resident | There is no choice in it for us the residents. We did not ask for it or need or want it. But I can guarantee we will get it. We will be charged for it .We will have to have it. | The consultations have indicated general support for the introduction of a CPZ. |
| Resident | Very much in favour, but don't own a car. Belongs to Co-Wheels for short periods and sometimes hire a car for longer periods - Would they have a residents' parking permit for use in any car, or do permits relate to specific number plates? | A Permit for a Car Club vehicle would not be appropriate as such vehicles are only used for short periods and would not be parked unused for more than 2 hours. Permits are vehicle specific, but could be applied for with a 'hire' document or Visitors Permits could be used in the vehicle as appropriate, but obviously would not be needed if parking off road. |
| Resident of Cranmer Rd (outside of area) | Unwelcome and unnecessary | It is anticipated that new developments in the area will bring additional problems of commuter parking. |
| Resident of Howard Street (outside of area) | Not objecting | Noted |
| Unknown | Objects to the proposal | Noted |

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| Division: North Hinksey |
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CABINET MEMBER FOR ENVIRONMENT– 13 OCTOBER 2016

PROPOSED PUFFIN CROSSING – CUMNOR HILL, CUMNOR

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers responses to a consultation for a puffin crossing on Cumnor Hill, Cumnor.

Background

2. A development of 192 houses on the former Timbmet site on Cumnor Hill has provided funds for a new Puffin crossing to aid pedestrian movements, both for the new residents, but also for the local community. Cumnor Parish Council has been active in seeking the implementation of the new crossing and its location. In July 2014 the Parish undertook surveys to determine the desire line used by members of the public and school children and a copy of their report is attached at Annex 1. The location of the crossing has been based on this survey and is shown on the plans at Annex 2 and Annex 3.

Consultation

3. In July 2016 a formal consultation took place on the proposal. As part of the consultation the Council wrote to local residents potentially affected by the proposal along with the relevant Stakeholders, and public notices were displayed on site.
4. Eleven responses were received eight of which had objections and concerns to the proposed location, a summary of which can be seen at Annex 4. Copies of all the responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal, but did raise some concerns regarding the current conditions at the site.

Response to objections and concerns

6. The main issue raised by those objecting to the proposed crossing concerned its location, with most feeling that it should be further west of the proposed site. In response, it is accepted that at present there are a variety of places where pedestrians cross Cumnor Hill but the conclusion drawn from the survey undertaken by the Parish Council recommended the proposed location and indicated that this is where the majority of pedestrians cross in the vicinity of the new development (which is funding the crossing).

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7. Another main concern raised was the narrowness of the northern footway near the proposed crossing location. It is acknowledged that this is currently heavily overgrown and the verge has encroached onto the footway; both these issues will be addressed during construction of the crossing which will then mean a footway of adequate width is provided.
8. The owner of the land to the north of the proposed crossing objects as it is immediately adjacent to an existing vehicular entrance into the field behind. The landowner believes the presence of the crossing would cause obstruction to large agricultural vehicles entering or leaving and a danger to pedestrians using the crossing. In response, officers met the objector on site to discuss his concerns. Computer modelling has been undertaken of the movement of all likely vehicles to use this access and the results (which show the crossing would have no adverse effect on the access) have been passed to the landowner.
9. Other concerns raised relate to the closeness of the proposed crossing to Hurst Lane and the existing bus stop, and the noise arising from the audible beepers. These are matters of detail which can be addressed following safety audits of the final design.
10. Finally, some respondents sought the removal of the existing pedestrian refuge located west of the site of the proposed puffin crossing. Whilst its removal might encourage more use of the new crossing, its retention would continue to have a calming effect on traffic (by narrowing the road) and also protect vehicles waiting to turn right into Kimmeridge Road. It is therefore proposed to retain the refuge at least initially and to keep its presence under review.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of pedestrians in the area which have increased as a result of the adjacent residential development.

Financial and Staff Implications (including Revenue)

12. Full funding for the proposal has been secured from the developer. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

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

CMDE6

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation documentation
 Consultation Responses
 Cumnor Parish Council Pedestrian Survey Report

Contact Officers: David Tole 07920 084148

September 2016

REPORT FROM CUMNOR PARISH COUNCIL**Pedestrian survey near J/W Kimmeridge Road on Cumnor Hill – 17/07/2014**

Background: It is believed that S106 money was provided by the developer (Persimmon) of the former Timbmet industrial site to provide a light-controlled pedestrian crossing on Cumnor Hill adjacent to the site. As a preliminary measure, an uncontrolled central island crossing point was installed between Kimmeridge Road and Hurst Lane about two years ago.

A previous 07.00 to 09.00 hrs. survey was conducted on 18th November 2013 from the verge near 145 Cumnor Hill. It showed that a significant proportion of the 34 pedestrians leaving the Persimmon site crossed over the road (S>N) on their way to the Colegrove Down in-bound bus stop. It was also noted that 20+ children exiting Chawley Lane crossed (N>S) using the central island on their way via Hurst Lane to Matthew Arnold School.

In order to obtain a clearer idea of the likely “desire line” for a crossing, today’s second two-hour survey was conducted from a vantage point close to the junction with Kimmeridge Road.

Method: Today’s survey was conducted from 07.00 to 09.00 hrs. The weather was dry, warm and sunny. A simple manual tally gate system was used to record the number of pedestrians seen to cross Cumnor Hill. For ease of recording the adjacent footway was deemed to comprise four sections on both the north and south side of the road as follows,

North side of Cumnor Hill

- A. An approx. 50 metre section west of Chawley Lane
- B. An approx. 130 metre section between Chawley Lane and (opposite) J/W Kimmeridge Road
- C. An approx. 90 metre section between (opposite) J/W Kimmeridge Road and (opposite) J/W Hurst Lane
- D. An approx. 50 metre section east of (opposite) J/W Hurst Lane

South side of Cumnor Hill

- E. An approx. 50 metre section east of Hurst Lane
- F. An approx. 90 metre section between J/W Hurst Lane and J/W Kimmeridge Road
- G. An approx. 130 metre section between Kimmeridge Road and (opposite) J/W Chawley Lane
- H. An approx. 50 metre section west of (opposite) J/W Chawley Lane

N.B. The central island crossing is located close to J/W Kimmeridge Road within and between sections C and F.

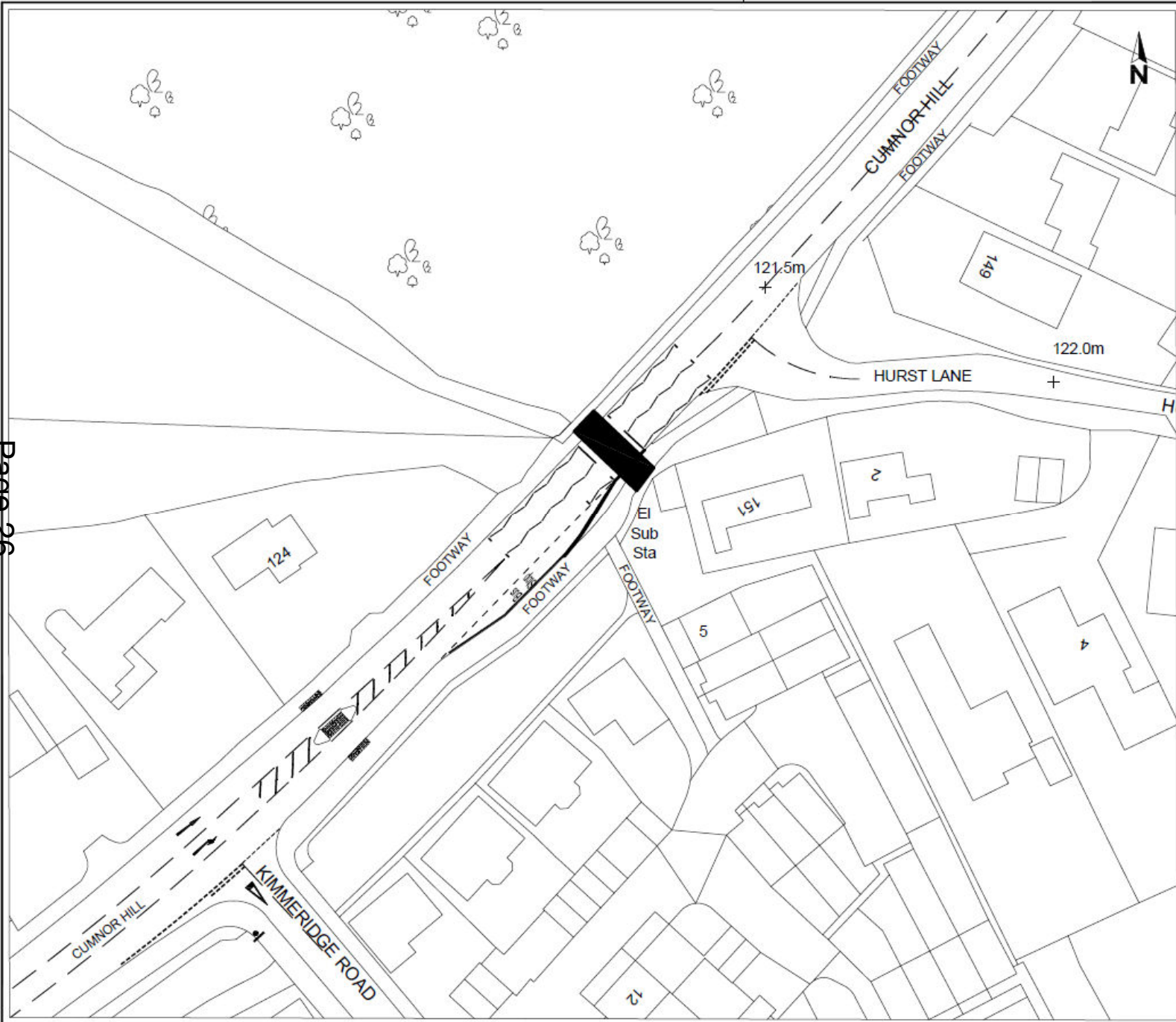
Results:

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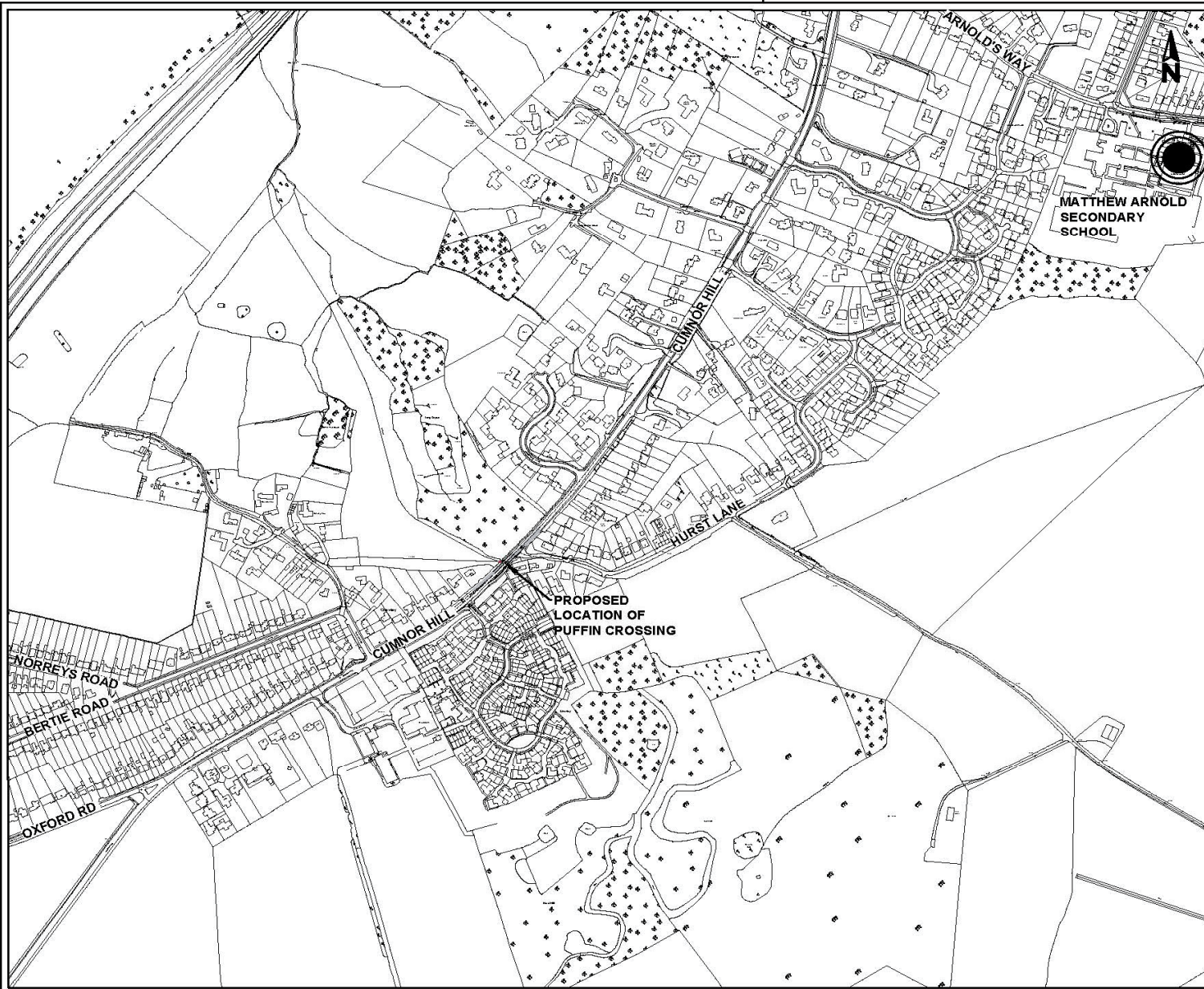
- A total of 94 pedestrians were observed to cross Cumnor Hill during the two hour period
- Of the 35 who crossed from north to south, 19 did so from areas C to F, of whom 17 were school children and all crossed at the central island. [N.B. some senior pupils from M/A School broke up 2 weeks ago]
- Of the 59 who crossed south to north, 21 crossed from area G to B (none of whom used the central island), 26 from F to C (most but not all of whom crossed using the central island), and 12 from E to D
- Some of those crossing from G to B were young children, accompanied by parents, and perhaps on their way to Cumnor Primary School; a number were garage employees who crossed back and forth from site to site
- Most of those who crossed (S>N) from area E to D had emerged from the footpath (approx. 50 metres east of Kimmeridge Road) leading from the development site. None of the 18 emerging from this footpath walked uphill to the crossing island
- Some of the 32 pedestrians who emerged from Kimmeridge Road and who travelled downhill, did not cross at the central island but continued to walk down hill until there was a gap in the traffic before crossing.

Conclusion: The desire line lies to the east of the central island crossing point. If the crossing could be located further downhill, closer to Hurst Lane, i.e. in the bus bay, it might be used by a greater number of pedestrians.

Comment: The current central-island crossing serves as an excellent pinch-point, ensuring that motorists stay within the posted speed limit close to the junctions with Kimmeridge Road and Hurst Lane.



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| Drawing No. S-201618-CON-000-001 | | Revision 0 | |
| Key: | | | |
| | | Proposed location of Puffin crossing | |
| © Crown Copyright and Database rights 2016 100023343 | | | |
| Rev. | Date | Purpose of revision | Drawn Checked Approved |
| | | | |
| <div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;"> Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 615700 Fax: (01865) 241577 </div> | | | |
| Project title CUMMOR HILL PUFFIN CROSSING | | | |
| Drawing title PUFFIN CROSSING PROPOSED LOCATION ANNEX 2 | | | |
| Drawing Status PRELIMINARY | | | |
| Scale @ A3 1:500 | Drawn by JFJ | Checked by MW | Approved by MW |
| Date drawn 08/04/2016 | Date checked 31/05/2016 | Date approved 31/05/2016 | |
| Oxfordshire Project No. & File Ref S-201618 | | | |
| Drawing No. S-201618-CON-000-001 | | Revision 0 | |



| Drawing No. S-201618-CON-000-002 | | Revision 0 | | | | | | | | | | | | | |
|--|------------|--|---------------|---------|----------|---------------------|-------|---------|----------|--|--|--|--|--|--|
| <p>© Crown Copyright and Database rights 2015 100023343</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Rev.</th> <th style="width: 10%;">Date</th> <th style="width: 60%;">Purpose of revision</th> <th style="width: 10%;">Drawn</th> <th style="width: 10%;">Checked</th> <th style="width: 10%;">Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | | | | Rev. | Date | Purpose of revision | Drawn | Checked | Approved | | | | | | |
| Rev. | Date | Purpose of revision | Drawn | Checked | Approved | | | | | | | | | | |
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| OXFORDSHIRE COUNTY COUNCIL | | Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577 | | | | | | | | | | | | | |
| Project title | | CUMMOR HILL PUFFIN CROSSING | | | | | | | | | | | | | |
| Drawing title | | PUFFIN CROSSING PROPOSED LOCATION ANNEX 3 | | | | | | | | | | | | | |
| Drawing Status | | CONSULTATION | | | | | | | | | | | | | |
| Scale @ A3 | Drawn by | Checked by | Approved by | | | | | | | | | | | | |
| NTS | JFJ | MW | MW | | | | | | | | | | | | |
| | Date drawn | Date checked | Date approved | | | | | | | | | | | | |
| | 27/05/16 | 27/05/16 | 27/05/16 | | | | | | | | | | | | |
| Oxfordshire Project No. & File Ref S-201618 | | | | | | | | | | | | | | | |
| Drawing No. S-201618-CON-000-002 | | Revision 0 | | | | | | | | | | | | | |

| RESPONDENT | SUMMARISED COMMENTS |
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| Thames Valley Police | <p>No objection providing this layout meets the approved standards</p> <p>The following issues have been raised:</p> <ul style="list-style-type: none"> • The footway on the north side is extremely overgrown and reduced in width by overhanging foliage. This foliage also seriously restricts visibility of traffic from the westbound direction and considerable cut back is essential. • Whilst on site, saw no desire to cross at this point (there is an existing crossing point further west towards Kimmeridge Road) and enquires whether as part of the proposal that crossing point will remain or be removed. Leaving it in situ may discourage use of the new formal crossing point. |
| Cumnor Parish Council | Ask that the existing central reservation be removed prior to the puffin crossing being installed. |
| Resident on the Cumnor Development | Respondent suggests that the crossing could be better placed, i.e. nearer to the car garages i.e. past the development if coming up from Botley. |
| No address given | <p>Respondent objected for the following issues:</p> <ul style="list-style-type: none"> • Crossing will only be used at peak times, if at all. • In completely wrong position for large housing development • Noise pollution from beeping crossing and vehicles accelerating/deceleration |

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| | <ul style="list-style-type: none"> • Too close to junction of Hurst Lane, creates bind spot • Right next to a grade 2-listed cottage C16, will adversely affect value and heritage (English Heritage have been consulted) • Right next to electricity sub-station, not a great idea as it will mean gatherings of youths presenting obvious danger to life • Crossing better placed further west |
| No address given | The point at which the crossing is proposed is a very narrow point and the footway on the opposite side to Hurst Lane is particularly narrow, making it a less suitable crossing point than the islands further up the Hill nearer to Kimmeridge Rd after the bus stop. More pedestrians are likely to use the point here. |
| No address given | Respondent believes the crossing is in the wrong place and will not pick up children at it's proposed location. |
| Resident on Cumnor Hill | <p>The owner of the land to the north of the above proposal strongly objects to the location of the Puffin Crossing as this is immediately adjacent to an existing vehicular entrance into the field behind. It would cause obstruction to large agricultural vehicles entering or leaving and a danger to pedestrians using the crossing.</p> <p>Respondent suggests that more suitable location of the crossing for those aiming for the village and the school be Kimmeridge Road using the existing island crossing upgraded to a "Puffin", which has wider footpaths than the proposed one which are only one metre deep.</p> |
| No address given | <p>Respondent raises the following concerns after speaking to some residents who use the busses regularly:</p> <ul style="list-style-type: none"> • There is a pedestrian crossing on the proposed location, it would be more advantageous to put the puffin crossing on Chawley Lane opposite the Jaguar garage further up Cumnor hill where most school children and families get off to access the Cumnor Ridge estate. • As cars are coming off the carriageway they are coming down quite fast until they slow down much further down Cumnor hill road. |

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| Resident on Cumnor Hill | <p>Respondent raises the following issues:</p> <ul style="list-style-type: none"> • The current site lies too far down the Hill to be of use to most parents walking their children to school. • At its proposed site, the crossing would take people to an old, narrow pavement which in many places is overgrown and which often has cars parked half on the pavement outside the houses and also has a number of driveways to negotiate. • Proposed site is very close to the existing bus stop. Visibility around the crossing will necessary be reduced when there is a bus on the stand. |
| Resident on Cumnor Hill | <p>Respondent raises the following concerns over its location.</p> <ul style="list-style-type: none"> • Crossing sited in the wrong location • Proposed crossing location is too close to Hurst Lane and the bus stop |
| Resident from Kimmeridge Road | <p>In full support of the planned puffin crossing.</p> |

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| Division(s): Wallingford |
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CABINET MEMBER FOR ENVIRONMENT - 13 OCTOBER 2016

PROPOSED 20MPH SPEED LIMIT – BRIGHTWELL CUM SOTWELL VILLAGE

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to replace the existing 30mph speed limit throughout the village roads south of High Road with a 20mph speed limit.

Background

2. The 20mph speed limit – which will be funded by the Parish Council if approved - is being proposed to help improve road safety within the village. The location and detail of these proposals is shown at Annex 1.

Consultation

3. The formal consultation on the proposals was carried out between 14 July and 12 August 2016. Public notices were advertised in the Oxford Times on 14 June, and in the Wallingford Herald on 20 June. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Parish & District Councils and the relevant local County Councillors.
4. A total of 11 responses were received during the consultation period, 2 of which were objections, and these – along with 9 responses supporting the proposals and other comments received as part of the consultation – are summarised at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Objections and concerns

5. Thames Valley Police objected to the proposals insofar as they include one road (Didcot Road) within the proposed 20mph limit where the average speeds are currently above 24mph, on the grounds that the Department for Transport (DfT) guidelines on setting speed limits recommend that 20mph speed limits without supporting traffic calming measures are only provided on roads where average speeds do not currently exceed 24mph, and that including roads where this guidance is not met will place an unrealistic enforcement burden on the police.

6. A further objection was received from a resident of the village on the grounds that the 20mph speed limit was an over-reaction to some local difficulties with inconsiderate drivers, and that the layout of the village roads in the main helped ensure average speeds were low; furthermore the layout would in practice make any enforcement activity by the police very hard to carry out in practice. The resident expressed the view that the funding for the speed limit would be better directed at providing additional warning signs for specific hazards.

Response to objections and concerns

7. The objection by Thames Valley Police is noted; however Didcot Road was the only location of the eight survey locations included within the current proposals where average speeds currently exceed 24mph (see Annex 3 for a plan of the speed survey locations and Annex 4 for a summary of the results). The siting of the survey here was close to the western terminal point of the proposed 20mph limit; east of this point a sharp bend will ensure that speeds are well controlled within a relatively short distance of the terminal. It should also be noted that the Parish Council withdrew their initial proposals for including High Road within the 20mph limit, recognising that average speeds over much of its length would be over 24mph.
8. The objection by the resident that the proposal is unnecessary due to the character of the village roads is also noted, and it is agreed that in many locations significantly exceeding 20mph is not possible. However, there are also many locations where it is possible to exceed 20mph and where this can feel threatening taking account of the lack of footways and restricted visibility, and where the proposed 20mph limit may therefore help encourage drivers to reduce speeds to the benefit of pedestrians and other vulnerable users including cyclists and equestrians.

How the Project supports LTP4 Objectives

9. The proposals would help reduce the risk of road traffic accidents and encourage the use of sustainable travel modes including walking and cycling within the village.

Financial and Staff Implications (including Revenue)

10. Full funding for the proposal has been secured from the Parish Council. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

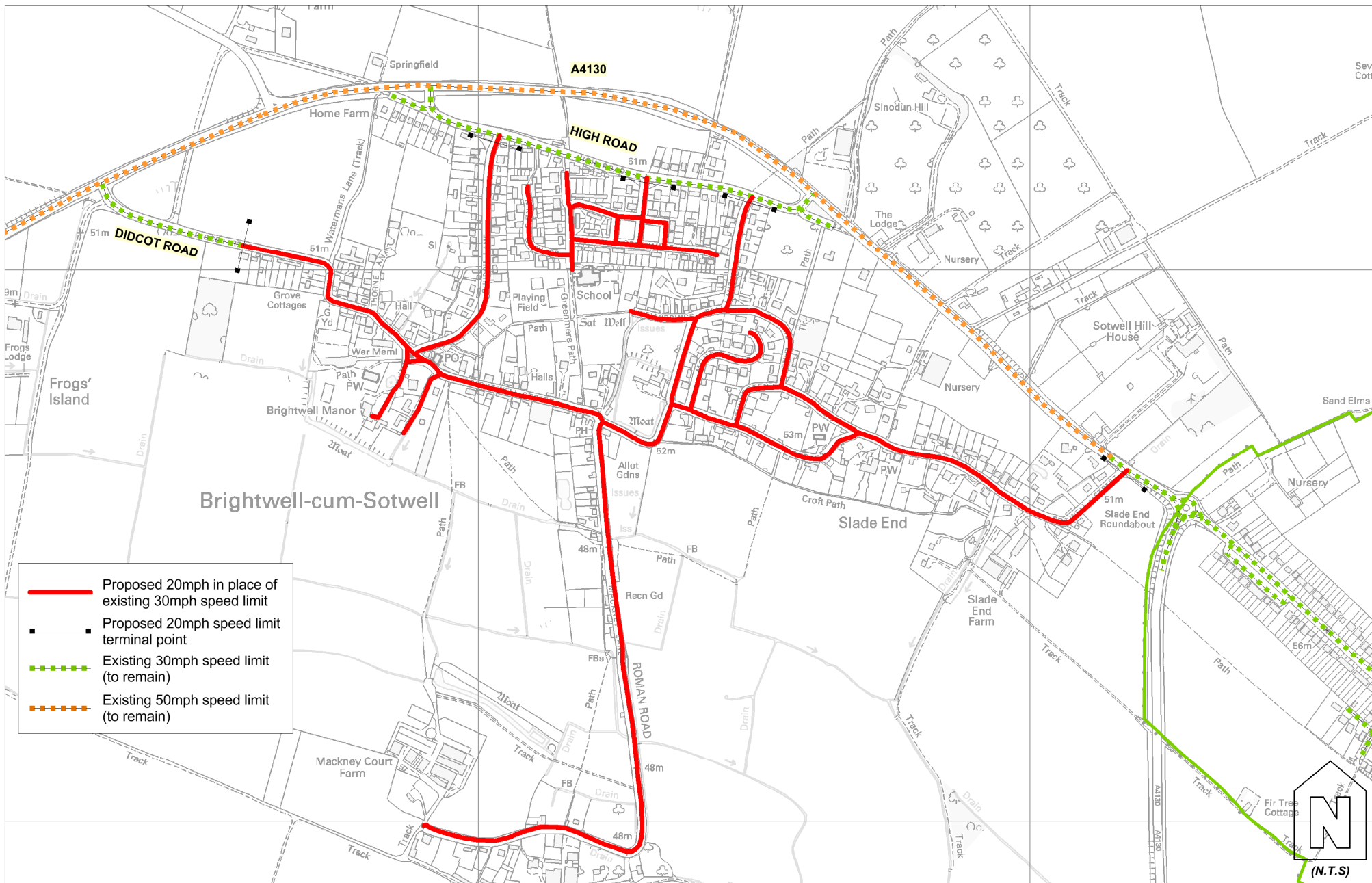
11. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposal as advertised.**

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

September 2016



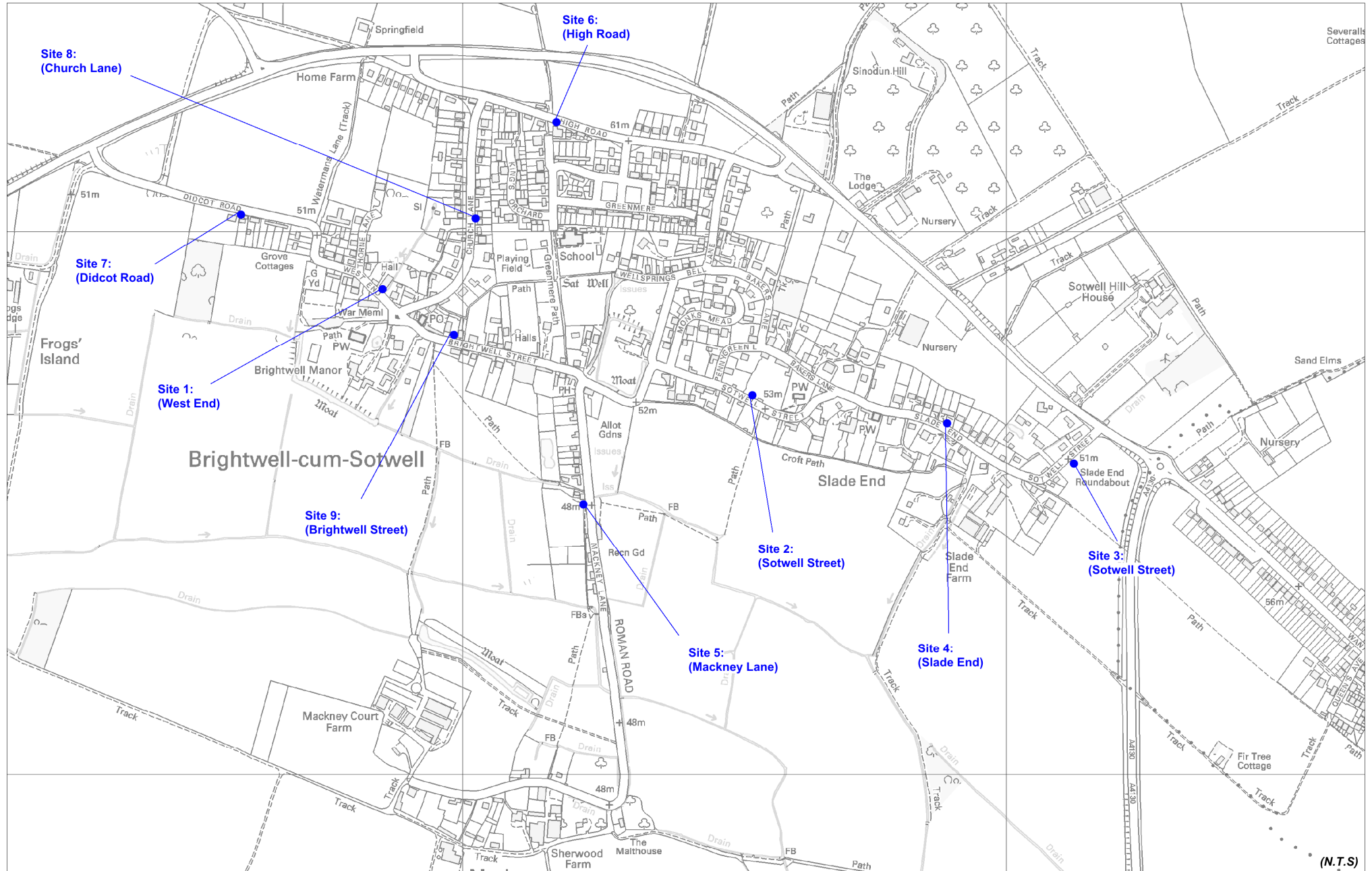
ANNEX 2

| RESPONDENT | SUMMARISED COMMENTS |
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| (1) Thames Valley Police | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ The DfT & Police position is that 20mph speed limits and zones should be self-enforcing. ▪ If the mean speed is 4mph or more over the proposed limit it is unlikely to be effective without additional measures, such as engineering or continual enforcement. ▪ On those roads where the means speeds are already above 24 mph this proposal would NOT be supported by Thames Valley Police without additional engineering measures to achieve compliance. ▪ TVP questions the willingness from OCC for additional traffic calming in the event of future complaints about speed in the village. |
| (2) Resident, (Kings Orchard) | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels the 20mph suggestion is a knee jerk reaction by a minority - after some cats were hit and that some inconsiderate drivers driving through puddles and soaking pedestrians. ▪ A number of the smaller roads in the village are not capable of being driven on at the permitted speed of 30mph (i.e. Greenmere, Kings Orchard, Bell Lane, Church Lane and parts of the High Road and at the severe bends in Sotwell Street, Brightwell Street and West End). ▪ Changing the speed limit will not cause those parts to be driven any slower, stop idiots drenching pedestrians or teach cats to not run out in front of cars and busses, nor will the limits be enforceable as there are no straight lengths of road long enough to measure a vehicles speed in a manner capable of securing a prosecution for speeding. ▪ Would rather see better/enhanced signage warning of the narrow roads, blind bends, and pedestrians in the road (as there are no foot paths in many sections). |

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| (3) Resident, (West End) | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Hopes that the area of the double bend where Didcot Road meets West End will be included, drivers come round that bend far too fast. ▪ Cars park on the road in West End by the entrance to the graveyard and this forces drivers leaving the village to take that bend on the wrong side of the road! This is really dangerous and it seems wrong that cars are allowed to park on the road so close to the bend. ▪ Hope that there will not be speed humps in the village. |
| (4) Resident, (Mackney Lane) | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels that additional speed restrictions are definitely needed in Mackney Lane, which is a single track lane. |
| (5) Resident, (Greenmere) | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ In the last year at least three cats have been killed on the High Road, due to the number of people driving far too quickly through the village. ▪ Would like to see the High Road included with additional speed humps. |
| (6) Resident, (Mackney Lane) | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Would like to see the 20mph speed limit in the entire village, including High Road. |
| (7) Resident, (Greenmere) | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ There also needs to be speed bumps in the Greenmere area, my young daughter has nearly been hit |

CMDE7

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| | by two cars this year alone. |
| (8) Resident, (Bell lane) | Supports – with no additional comments. |
| (9) Resident, (Brightwell-cum-Sotwell) | Supports – with the following comments: <ul style="list-style-type: none"> ▪ I support the 20mph speed limit throughout the village, including Mackney Lane and the Recreation Ground. Particularly delivery drivers speed excessively through the narrow streets and lanes, where often young children play. |
| (10) Resident, (High Road) | Supports – with no additional comments. |
| (11) Resident, (Thames Mead) | Supports – with no additional comments. |



ANNEX 4

| SURVEY ID & LOCATION | DIRECTION | TOTAL TRAFFIC VOLUME | 85 th PERCENTILE | MEAN AVERAGE |
|--|------------|----------------------|-----------------------------|--------------|
| (1) West End | Both | 444 | 24.1 | 19.2 |
| | Westbound | 220 | 23.8 | 18.9 |
| | Eastbound | 225 | 24.4 | 19.4 |
| (2) Sotwell Street, (east of Penny Green) | Both | 363 | 25.3 | 21.1 |
| | Westbound | 178 | 25.4 | 21.2 |
| | Eastbound | 185 | 25.2 | 21.1 |
| (3) Sotwell Street, (east of Slade End) | Both | 596 | 26.8 | 22.5 |
| | Westbound | 326 | 25.6 | 21.7 |
| | Eastbound | 270 | 28.3 | 23.5 |
| (4) Slade End | Both | 626 | 24.1 | 19.6 |
| | Westbound | 306 | 24.3 | 19.5 |
| | Eastbound | 320 | 24 | 19.6 |
| (5) Mackney Lane, (by Sports Pavilion) | Both | 215 | 25.7 | 20 |
| | Southbound | 105 | 24.9 | 19.4 |
| | Northbound | 110 | 27.1 | 20.6 |
| (6) High Road | Both | 805 | 30.4 | 25.2 |
| | Westbound | 409 | 29.6 | 24.2 |
| | Eastbound | 396 | 31.2 | 26.2 |
| (7) Didcot Road | Both | 472 | 35.2 | 29.1 |

CMDE7

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|-----------------------|------------|-----|------|------|
| | Westbound | 238 | 36.9 | 30 |
| | Eastbound | 234 | 33.8 | 28.2 |
| (8) Church Lane | Both | 265 | 23 | 17.5 |
| | Southbound | 119 | 20.8 | 16.4 |
| | Northbound | 147 | 24.1 | 18.4 |
| (9) Brightwell Street | Both | 426 | 25.1 | 20 |
| | Westbound | 220 | 25.6 | 20.7 |
| | Eastbound | 206 | 24.4 | 19.3 |

Division(s): Woodstock

CABINET MEMBER FOR ENVIRONMENT - 13 OCTOBER 2016

PROPOSED TRAFFIC CALMING AMENDMENTS – WOODSTOCK ROAD, STONESFIELD

Report by Acting Director for Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to amend the existing traffic calming feature on the Woodstock Road, at the eastern entrance to Stonesfield village.

Background

2. The scheme is to facilitate a new vehicle access being proposed and funded by a housing developer as a result of an approved residential development of land adjacent to the Woodstock Road, located within the south-eastern corner of Stonesfield.
3. The proposal for the amended traffic calming comprises of a speed cushion being added to the southern side of the carriageway (adjacent to existing build-out) and the removal of the kerbed build-out on the northern side of the carriageway. The location of the proposal is shown at Annex 1, whilst the technical details are available in the drawing provided by the developer at Annex 2.

Consultation

4. The formal consultation on the proposals was carried out between 14 July and 12 August 2016. A public notice was advertised in the Oxford Times on 14 July and in the Witney & West Oxon Gazette on 20 July, notices were also placed on the street in various locations within the vicinity of the scheme. An email was sent to the statutory consultees, including; Thames Valley Police, the Fire & Rescue Service, Ambulance service, Parish & District Councils and the relevant local County Councillors.
5. A total of 15 individual responses were received during the consultation period. Objections were received from 10, accounting for two-thirds of those who responded, and these – along with those supporting the proposals and submitting other comments received as part of the consultation – are summarised at Annex 3. Copies of all the responses received are available for inspection in the Members' Resource Centre.

6. Additionally a petition signed by approximately 50 local residents was submitted calling for the rejection of the proposal and requesting modifications to the scheme in order to deliver the following three objectives:
 - a) To slow traffic driving out of Stonesfield along the stretch of the Woodstock Road from the War Memorial and Greenfield Road, and then on past the new turning to the Charity Farm development.
 - b) To slow traffic driving into Stonesfield past the Charity Farm development and along the Woodstock Road to the War Memorial.
 - c) To provide a safe passage for pedestrians out of the Charity Farm development so that they can walk safely to the centre of the village and children safely to school.

7. To deliver these objectives, the petition put forward the following possible measures:
 - a) Traffic calming measures between the War Memorial and the development, for example comprising pairs of speed cushions
 - b) The introduction of a 20mph speed limit
 - c) The provision of a mini roundabout at the new access with the development.
 - d) The use of a full width hump rather than a speed cushion within the proposed amended calming feature, and that this amended feature should be relocated to the north east between the entrance of the development and the access to North Farm; the latter would also be more appropriate should further residential development to the north of the Woodstock Road be approved.
 - e) The provision of a raised pedestrian crossing – potentially to be a formal zebra crossing – to assist pedestrians cross the road and to further act as a speed reducing feature.
 - f) The provision of a footway on the south side of the road between the development and the War Memorial.

8. The Parish Council objected to the scheme, believing that what had been previously agreed with the developer had been ignored and alternative proposals had been put forward in its place.

9. Thames Valley Police had no objection to the proposals.

Objections and concerns

10. The grounds for the objections largely focus on concerns that the proposed amendment to the traffic calming would not provide a sufficient control of traffic speeds or provision for pedestrians and could – through the positioning of the feature to the north east of the proposed access – lead to potential conflict with turning traffic; other grounds included that the proposed street light and additional signing required for the speed cushion would urbanise the village, and that the remaining calming feature was quite close to an existing property. The parish council also expressed broader concerns that the proposals did not reflect their understanding of what had previously been suggested, including the provision of a footway.

11. Concerns were also raised that speed cushions could potentially lead to damage to vehicles, with particular emphasis on suspension and tyres, and that from experience of other speed cushion schemes, that there was a likelihood of maintenance problems in time on the road surfacing and the speed cushion itself.
12. There were also concerns over the source of funding for the proposal, believing that the County Council should not be liable for the scheme.

Response to objections and concerns

13. On the concerns over the effectiveness of the amended calming layout, Department for Transport (DfT) advice on traffic calming states that road humps (including speed cushions) are the most widely used form of traffic calming device because they have proved to be effective at controlling speeds and are generally applicable to most road layouts. The note goes on to outline the following advantages of cushions; they are an effective speed control device, they offer less discomfort than full width road humps to occupants of large buses and commercial vehicles and they also cause less delay to fire appliances and buses.
14. Oxfordshire has extensive experience of very similar calming measures in a wide range of environments have showed good levels of speed reduction and improved safety where at locations where there was a prior accident problem.
15. Similarly, such schemes have typically been well accepted by residents, with only a very small number of instances of noise concerns being raised, mainly in locations where houses are immediately adjacent to the features. Equally, very few concerns have been raised over air quality or pollution or damage to vehicles.
16. The concerns in relation to the siting of the build out in relation to the new access are noted, but the positioning of vehicles passing through the calming feature should not lead to conflict, with traffic travelling towards Woodstock remaining on the north side of the road, and traffic heading into the village – while it will have moved to the offside to pass through the build out – will then be return to the nearside ahead of the access.
17. While concerns over urbanisation are noted, the addition of the speed cushion and street light (and advance signing of the feature) will be offset by the removal of one of the existing traffic calming build outs.
18. The concern that the remaining calming feature is close to existing development is noted, but this clearly applies already.
19. Funding for the scheme is being provided by the developer as part of their obligations, whilst any work undertaken by County Council Officers is as part of their normal working day duties.

20. The contents of the petition are noted. It is clear that there is significant local concern over existing traffic speeds on the Woodstock Road south west of the current calming measures and demands for a footway on the southern verge or pedestrian crossing to link the new development to the existing footway on the opposite side. There could be no objection in principle to the provision of the measures suggested subject to appropriate detailed designs being prepared and subject to funding and the consideration of statutory consultations that would apply. However their cost would be significant and it is not considered that funding of such measures could reasonably be required from the current development (comprising 37 houses) given the anticipated level of traffic generation (and generation of walking trips into the village), and also noting the absence of any reported injury accidents on the road in the past 5-years.
21. It would therefore seem appropriate to consider the need for additional measures in the context of any further development in the area. It is perhaps worth noting that mindful of the grounds for objection cited in the individual responses relating to the impact of road humps and speed cushions, and also the concerns over the urbanisation of the village, the measures put forward in the petition could well prove contentious for some residents.
22. The specific request in the petition for the consideration of a full width road hump is noted, and it is accepted that this would very likely provide a stronger control of speeds as compared to the speed cushion currently proposed. The choice of a speed cushion in the current proposal reflected the fact that features of this type are quite widely used in the county. They appear to be effective in moderating speeds, but also avoid some of the potential issues associated with full width humps for vehicles such as ambulances and buses.
23. It should be noted that in addition to the speed cushion, the current proposals also include the provision of two vehicle activated signs to help moderate speeds and the provision of a short length of footway on the southern verge and dropped kerbs to link to the existing footway on the opposite side.

How the Project supports LTP4 Objectives

24. The proposals will help facilitate the easier flow of motor traffic in the area, including access to the new development, as well as helping to reduce the risk of road traffic accidents.

Financial and Staff Implications (including Revenue)

25. Full funding for the proposal has been secured from the developer. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

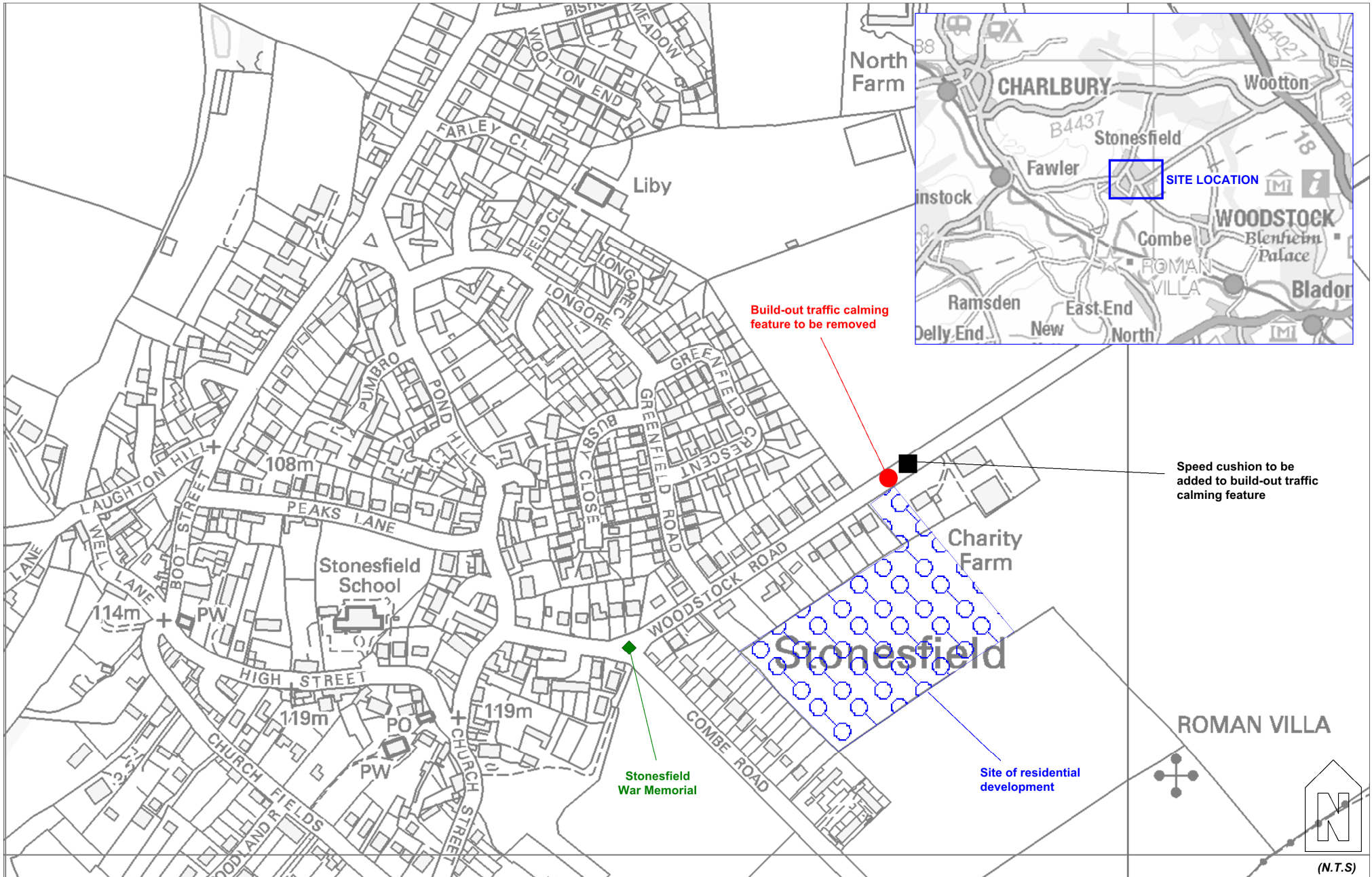
26. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and described in the report.**

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

September 2016



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Date drawn: 11/07/2016
 Drawn by: CJM

Map centre:
 easting. 439606, northing. 217369

(N.T.S)

- NOTES
- All dimensions and levels are in metres unless otherwise noted
 - This drawing is to be read in conjunction with the relevant Architect/Engineer's drawings, specifications and CDM documentation
 - This drawing has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (TO NOT SCALE). All dimensions to be checked on site. Any areas or omissions to be reported to the engineer immediately.
 - This drawing contains coloured lines / information that may not be clear if reproduced in black and white.

Where required existing road markings shall be removed mechanically (not using hot compressed air).

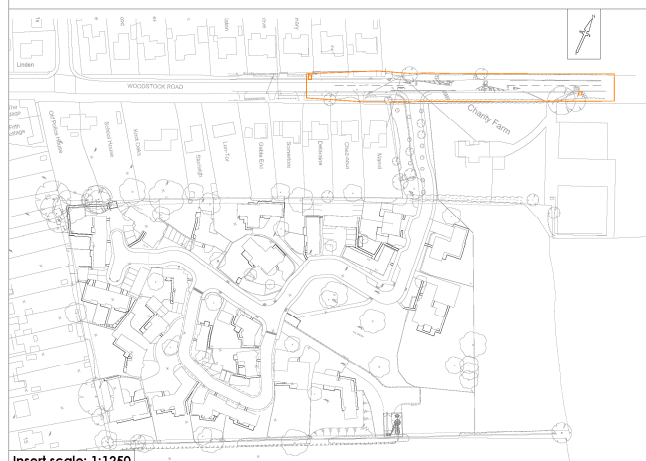
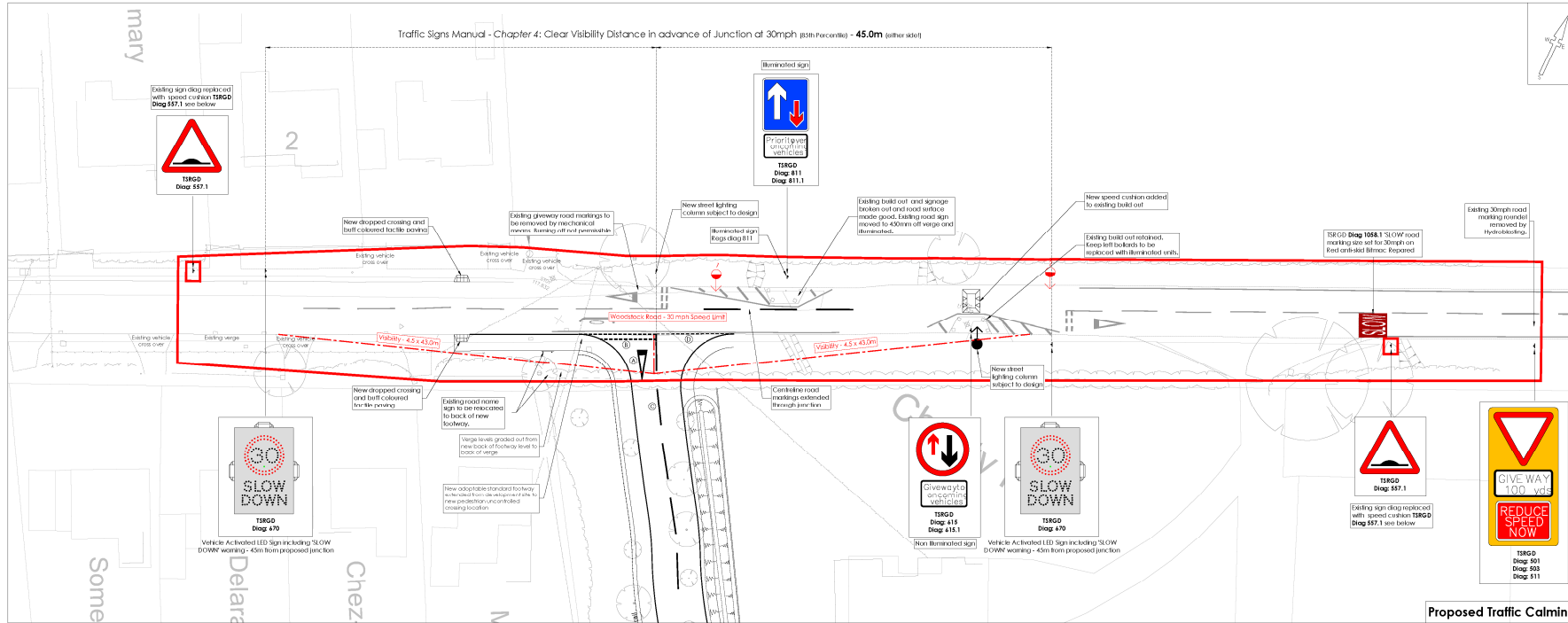
Where required existing road marking and cross hatching removed by 'hydro blasting' or similar, this to be done off.

Existing road markings within Section 278 works to be replanted as agreed with OCC on site.

Street furniture shall be painted grey to OCC lighting specifications.

The VAS will need to be isolated in line with other OCC locations. The sign post will need to be a steel post with G24 poles for system and EPA compliant oriented to Ockladeshe specific orientation (not east) for the Giveway Black - 845911. They will also need to fit lockable assembly with 32A double pole switch and 1.1kV RBSB panel 1.1kV with 2.0mm tabs (phase neutral) connected to the DNO cut-out. The VAS should be from Westcloac.

- White line key
- ① 'GIVE WAY' road marking
TRG ref diag 1023
length 2.50 x 1.250
 - ② 'GIVE WAY LINE' road marking
TRG ref diag 1000
600 mm x 200 mm with 200 mm x 200 mm inset
 - ③ LONGITUDINAL WARNING LINE road marking
TRG ref diag 1004
4000 mm x 2000 mm with 100 x 250 mm
 - ④ LONGITUDINAL WARNING LINE road marking
TRG ref diag 1009
600 mm x 300 mm 100 mm width



OXFORDSHIRE COUNTY COUNCIL STREET LIGHTING SPECIFICATIONS

- Column** See Above: Inverter Street Lights & Lower column (BS EN 40) EN10210 (2012) 2.0kg 150/150/150mm (300mm) consistent with high level Rationaled wind loading factor for Oxfordshire as Specified in P08547.2009 are to be used as a design of lighting column.
- Bracket** Flange top mounted at 0° uplit
- Lantern** LED (max power lighting) 100W series small - Crown RAL 6013
- Lantern ref** NOT 128-017-2E5-3-RAL6013-3-CE-X2H
- Lamp** 17 Watt LED 3000K-4000K Colour temperature
- Switch** One piece photovoltaic 7 pin type (Jordon Super 6) set at 35 / 18 Lux Present to dim to 50% between 10:00pm to 6:00am

- Column Finish** EPA Compliant, Epoxy J-Behaviourless Amended Oxfordshire County Council Specification.
- 14 Requirements for Lighting Columns, Street Arms & Dura (See Oxfordshire amended Appendix 193) Upper Additional overall coats to be applied in shop to a clean, degreased, lightly abraded dry surface.
- 1st Coat** Internal top to 250mm above ground level & External overall Item 121, Dacrylate 2 Pack Epimaster Cure Epoxy MID, ref 50-270, Airless Spray, Minimum Dry Film Thickness 100 microns.
- 2nd Coat** External top to 250mm above ground level Dacrylate Epoxide 2 Pack Epimaster 2-Pack Epoxy ref 79-499, Bush-Vitless Spray, Minimum Dry Film Thickness 200 microns.
- 3rd Coat** External overall Isocyanate Isoclar 200 2-Pack Polyurethane Finish RAL 6013 (or other approved colour) 200 - line, Conventional Spray, Minimum Dry Film Thickness 75 microns.

- Additional notes:**
- Columns to be sited at the rear of footpath and within adoptable area
 - Positions are approximate. The Local Authority Engineer reserves the right to alter positions depending on site conditions.
 - All equipment shall comply with the Oxfordshire County Council General Technical Specification
 - The Contractor shall obtain samples of the paint and technical Data Sheets from the Manufacturer prior to commencement of work.
 - In order to assist the developer, the design Engineer will mark out all of the column positions.
 - All Street lighting works must be carried out by a Highways Electrical Association Registered Contractor.
 - All columns to be mounted two metres from ground level
 - Contractor Supply to Street Lighting Columns and Illuminated Signs are to be marked / owned by the local Distribution Network Operator (e.g. Regional Electricity Company).
 - The 'A' or 'B' plate number which is on the drawing, is to be sited in full correspondence.
 - No trees are to be planted within ten metres of a column.
 - Columns in treeable positions to have a column burner protection system see HSD13204.
10. Touch up on site using 2 7.5ml paints applied by brush will never offer the same appearance as that of a spray applied finish. For this reason every effort should be made to minimise handling / transportation damage.
- Street Lighting to be adopted by OXFORDSHIRE COUNTY COUNCIL

| REF | W/P | D/J | 278 events commented | 09/05/16 |
|-----|-----|-----|---|----------|
| R06 | ATD | DJ | OCC Street lighting added and 2nd week 'GIVE WAY' annotations confirmed | 28/04/16 |
| R05 | ATD | DJ | Amended to OCC comments dated 06/04/16 | 12/06/16 |
| R04 | ATD | DJ | Minor amendments | 21/01/16 |
| R03 | ATD | DJ | Minor amendments | 07/01/16 |
| R02 | ATD | DJ | Updated to address safety audit comments | 04/07/16 |
| R01 | ATD | DJ | initial issue | 24/11/15 |

DRAWN BY: DJ

Section 278 Works

PROJECT: Charity Farm, Stonesfield, Oxon

DESIGNED BY: DJ

CREATED BY: ATD

APPROVED BY: RJW

DATE: 24/11/2015

STATUS: PRELIMINARY

SCALE: 1:250 @ A1

SCALE BAR: 0m, 4.0m, 12.5m

Scale bar in 1:250

CLIENT: PYE Infrastruc CS Ltd

JOB NUMBER: 15-1939

DRAWING NUMBER: 103

REVISION: P07

ANNEX 3

| RESPONDENT | SUMMARISED COMMENTS |
|---|--|
| (1) Thames Valley Police | No objection. |
| (2) Local County Councillor | No comments received. |
| (3) Parish Council | <p>Objects – with the following comments:</p> <ul style="list-style-type: none">▪ Councillors favoured a full width road hump with associated narrowing of the road and also wanted a VAS system in place.▪ The preferred location was as far north as practical bearing in mind the undulations of the road. We asked for it to be moved so that it was not outside a resident's house and because it was felt further north would be safer.▪ We also requested that a pavement be introduced on the same side of the road as the new build.▪ Councillors discussed and agreed this with the developer before submission and note that the plan being consulted on is not the one they were led to believe would be submitted. |
| (4) Resident, (Woodstock Road, Stonesfield) | <p>No objection – but has the following comments:</p> <ul style="list-style-type: none">▪ Do not have any objection to the proposals but strongly object to the funding of these changes by the council, the developers should be liable for the cost. |
| (5) Resident, (Church Fields, Stonesfield) | Supports – with the following comments: |

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| | <ul style="list-style-type: none"> ▪ Would like to see the speed cushion removed as it is an eyesore and is always being damaged by larger vehicles. |
| (6) Resident, (Woodstock Road, Stonesfield) | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Single cushion is not sufficient to slow down traffic as vehicle tyres can go either side, whilst most will simply brake just before and then accelerate after it. ▪ Current chicane is no deterrent and it doesn't slow down motorbikes and lorry drivers, additional traffic calming is required along the length of Woodstock Road. ▪ Suitable alternatively would be a mini roundabout by the entrance to the new development or at the junction with Greenfield Road. ▪ Also narrowing of the road could be an option with only one car able to pass at the time. |
| (7) Resident (Brook Lane, Witney) | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ The new access to the Development should never have been approved. ▪ The access could be moved 11 metres to the west towards Stonesfield to be further away from the existing traffic calming chicane. ▪ The traffic calming obstruction on the Northern side of the road could be moved to the east towards Woodstock. This would replicate the existing chicane but slightly further towards Woodstock. ▪ The proposal will not create traffic calming and therefore should not be considered as a safe calming measure. ▪ Any works to maintain safety traffic calming measures should be paid for by the developer. |
| (8) Resident, (Busby Close, Witney) | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Speed cushions could potentially lead to damage to cars, including to the suspension and tyres. |

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| <p>(9) Resident, (unknown, online response)</p> | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels the proposals are an unnecessary change to the highway as there is no need for a speed cushion. They do nothing but damage standard vehicles and deteriorate the road around it, whilst commercial vehicles can pass over them. ▪ Chicane is fine but needs to allow for larger farm vehicles and buses. ▪ Feels that there is no need for textbook theoretical solutions in response to every new development, dealing with problems that don't currently exist. ▪ Rather, having a sense of rural community will lead to more considerate driving, rather than the clutter of signs, the street furniture should be kept to a minimum. The proposal will lead the site and Stonesfield to become more urban. |
| <p>(10) Resident, (Prospect Close, Witney)</p> | <p>Objects – with the following comments::</p> <ul style="list-style-type: none"> ▪ After negotiating the chicane it is possible for drivers to reach 50/60mph prior to reaching the War Memorial/ Prospect Close junction. ▪ Feels that the removal of the northern most build out and the addition of a speed cushion will only make the situation worse. ▪ The speed cushion needs to cover the full width of the northern most lane and a further full two lane cushion is required further west down the road, prior to the War Memorial. ▪ Additionally the proposed new signage when exiting the road from the development will further restrict the view of oncoming traffic from the East. ▪ Feels that this location is a prime crossing point, especially for school children. |
| <p>(11) Resident, (Cockshoot Close, Witney)</p> | <p>Objects – with the following comments::</p> <ul style="list-style-type: none"> ▪ The priorities for traffic turning right out of the new housing development are dangerously confusing. While traffic turning right has to give way to traffic passing on the main road, once it has pulled across it then has priority over traffic approaching from the right. |

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| | <ul style="list-style-type: none"> ▪ This could cause confusion, and could result in a potentially dangerous collision, or at least an embarrassing confrontation in the middle of the zone between the speed cushions, if the vehicle driving towards the village was unable to stop after first noticing the vehicle turning right out of the development. ▪ This scenario is made more likely by the sightlines, as a driver turning right out of the development might not see a vehicle approaching from Woodstock at some speed, before it is too late. ▪ I would not like to be a resident of this new housing area having to turn right towards Woodstock on a regular basis. |
| (12) Resident, (Laughton Hill, Stonesfield) | <p>Objects – with the following comments::</p> <ul style="list-style-type: none"> ▪ The existing style of chicane is simple and sufficient enough speeding deterrent, the addition of speed cushions will not deter the 'very brave' and is also an unwelcome invasion into the rural environment. ▪ The extra street signs required by 'speed cushions' further detract from the rural nature of the village. ▪ The village has voted on more than one occasion against having street lights on the grounds of light pollution and spoiling a rural environment. The introduction by virtue of the traffic calming is a 'back door' way of bypassing this. |
| (13) Resident, (Woodstock Road, Stonesfield) | <p>Objects – with the following comments::</p> <ul style="list-style-type: none"> ▪ Welcomes the VAS, but feel the overall proposals are unsatisfactory. ▪ Feels that removing the existing traffic calming feature will seriously reduce the deterrent to speeding motorists. ▪ Believes that a full width speed hump would be more effective than the cushion arrangement that is being proposed (although understands this may affect emergency vehicles). ▪ An extra traffic calming feature on the southern side of the new access is necessary, in order to negate speeding of vehicles on the exit of the village. ▪ Would like to see some form of 'village gateway' feature installed as part of the scheme to provide additional calming. |

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| <p>(14) Resident, (Combe Road, Stonesfield)</p> | <p>Objects – with the following comments::</p> <ul style="list-style-type: none"> ▪ Speed bumps are not effective, just cause annoyance to every driver speeding or not. They cause unnecessary noise and damage to cars. |
| <p>(15) Resident, (Woodstock Road, Stonesfield)</p> | <p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ The introduction of vehicle activated signs would be a very positive step towards traffic speed reduction on the Woodstock Road, although it would be more advantageous and appropriate to locate them midway between the new cushion and the Greenfield Road junction. ▪ Additional signage warning motorists of pedestrians potentially crossing near to the new access to the development would also be useful. |
| <p>(16) Resident, (Woodstock Road, Stonesfield)</p> | <p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ The need for traffic calming along the Woodstock Road is clear; however the proposal does not address certain issues. ▪ Speeds also need to be reduced for vehicles exiting the village as cars often accelerate as soon as they complete the turn where Combe Road joins Woodstock Road. ▪ Once vehicles have negotiated the existing chicane they speed up rapidly as they approach the Combe Road junction. ▪ The existing chicane is right at the junction with the access road into the new development, it should be relocated further out of the village so that inbound traffic is slowed when reaching the new junction. ▪ Feels there is a need for a pedestrian crossing near the new junction to cater for the new foot traffic which will be created by the new development. ▪ The proposed Vehicle Activated LED speed limit signs should be placed a) at the War Memorial, and b) at the new chicane. ▪ Feels that the noise generated when vehicles go over speed humps would be too intrusive to justify any benefit they may provide. |

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Division(s): Chipping Norton

CABINET MEMBER FOR ENVIRONMENT - 13 OCTOBER 2016

PROPOSED 30MPH SPEED LIMIT EXTENSION – A361 BURFORD ROAD, CHIPPING NORTON

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to extend the 30mph limit on the A361 Burford Road, southwards from its current terminal point to replace part of the existing 40mph speed limit.

Background

2. The current 40mph speed limit was introduced in 2011 as part of a comprehensive review of speed limits on the County's A and B roads, applying the then current Department for Transport (DfT) guidelines on setting local speed limits; this review included extensive local consultation, and was overseen by an advisory group comprising County Councillors and representatives of the police traffic management team.
3. The proposed amendment to the speed limit here is being proposed for road safety reasons as a result of the residential development of land adjacent to the A361 Burford Road, at the southern end of Chipping Norton which will create a new junction on the A361. The location and detail of these proposals is shown at Annex 1.

Consultation

4. The formal consultation on the proposals was carried out between 28 January and 11 March 2016. A public notice was advertised in the Oxford Times on 28 January and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Town & District Councils and the relevant local County Councillors.
5. A total of 10 responses were received during the consultation period. Objections were received from approximately one third of those who responded, and these – along with those supporting the proposals and other comments received as part of the consultation – are summarised at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.
6. Thames Valley Police had no objection, but questioned the potential to reduce both the 30mph & 40mph speed limits marginally.

7. Councillor Hibbert-Biles (the local Member for Chipping Norton) had no objection to the proposals.

Objections and concerns

8. The objections were on the grounds that the opportunity should be taken to extend the 30mph to include the access to the Greystones leisure complex (thereby wholly replacing the current 40mph limit with a 30mph limit), due to the large number of users of the complex including pedestrians and children; this was also requested by other respondents supporting the proposal but not formally expressing an objection.
9. One respondent also suggested that in addition to the above extension of the 30mph limit, a 40mph limit should then be introduced further to the south for a similar distance (around 500 metres).

Response to objections and concerns

10. The police response is noted; in respect of their suggested slight adjustment to length of the 30mph limit, it is considered that on balance the current proposals best reflect the need to safely accommodate the proposed new junction, while still leaving a residual length of a 'buffer' 40mph speed limit which is close to the minimum length of speed limit recommended in the DfT guidelines.
11. The concerns over the safety of users of the Greystones Leisure Centre cited in the representations for the 30mph limit to be extended to include the access to the centre are noted. Since the speed limit review completed in 2011 which led to the current 40mph speed limit being introduced (in place of the national speed limit of 60mph), the DfT guidelines on setting speed limits have been amended. The current guidance (issued in 2013) states that 40mph speed limits are generally appropriate 'on the outskirts of urban areas, where there is little development. They should have good width and layout, parking and waiting restrictions in operation and buildings set back from the road. These roads should wherever possible cater for the needs of non-motorised road users through segregation of road space, and have adequate footways and crossing places'.
12. It is accepted that the length of the road that would remain 40mph under the current proposals does not fully reflect the above guidance, in that for example there is occasional extensive parking along the road associated with sports activities in the leisure complex, and there are no formal crossing points for pedestrians along it. However, in most other respects, a 40mph speed limit here would appear to be compatible with the guidance, taking account of the very rural aspect of the road, and it would appear highly likely that if the speed limit were to be reduced to 30mph, it would be subject to very significant abuse, and that police resources for enforcement here would in practice be very limited.

13. In response to the road safety concerns there has been one reported injury accident in the vicinity of the proposals during the last 5 years; the circumstances of the incident are not considered to be relevant to the proposals or to the concerns over the access arrangements for the leisure area.
14. It should be noted that the approved plans for the access into the new development does include the provision of a pedestrian island south of the access but within the proposed 30mph limit, and a new footway link south to the Leisure Centre access will be provided on the east side of the road.

How the Project supports LTP4 Objectives

15. The proposals would help to support housing growth and economic vitality.

Financial and Staff Implications (including Revenue)

16. Full funding for the proposal has been secured from the developer. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

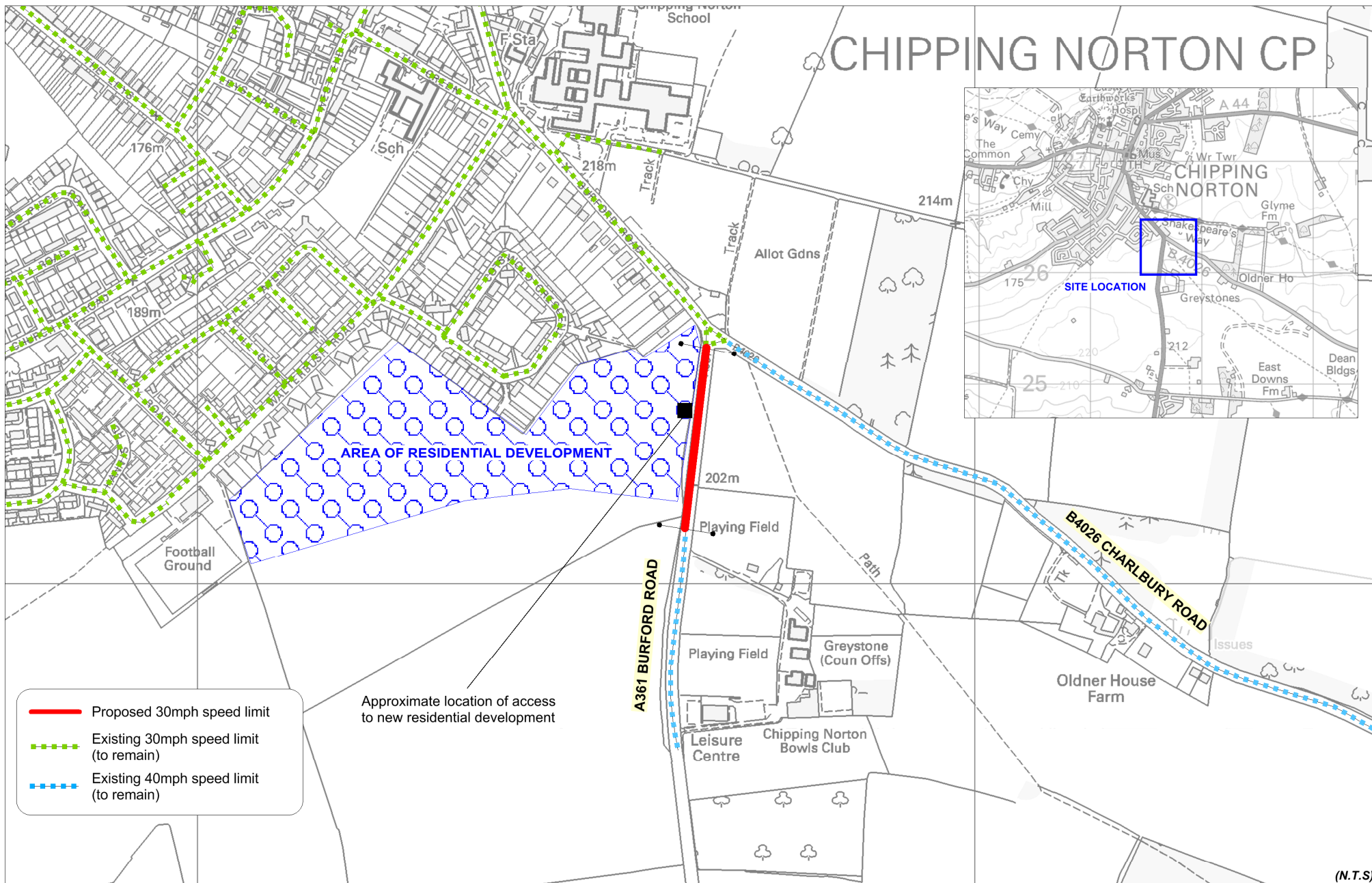
17. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposal as advertised.**

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

September 2016



Page 58

- Proposed 30mph speed limit
- - - Existing 30mph speed limit (to remain)
- - - Existing 40mph speed limit (to remain)

ANNEX 2

| RESPONDENT | SUMMARISED COMMENTS |
|---|---|
| (1) Thames Valley Police | <p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Understand the principle of extending the limit and justification but question the distance of the extension, potential to reduce both the 30mph & 40mph speed limits marginally. |
| (2) Local County Councillor | <p>No objection.</p> |
| (3) Email response (unknown) | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ When the Greystones Leisure complex is in use, there is a great deal of traffic entering and leaving the site, with cars also parked on both sides of the road. The complex is well used by children and this is likely to increase with the new housing under construction and planned, ▪ It seems logical to take the opportunity to move the 30mph limit beyond the entrances to Greystones. |
| (4) Resident, (Distons Lane, Chipping Norton) | <p>Supports – with the following comments::</p> <ul style="list-style-type: none"> ▪ Definitely support BUT I don't think the 30 mph limit is going far enough, ▪ The Greystones Leisure complex houses an extremely busy rugby club / bowls club / scouts, all coming out of the exit and the A361 does go up an incline towards Burford with a restriction of oncoming traffic line of sight. ▪ This is especially bad when there is an event on in Greystones area with cars parked on the verge restricting views in all directions. |

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| <p>(5) Resident, (Middle Row, Chipping Norton)</p> | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ The 30mph speed limit should start further back past the Rugby & Bowls Club to increase the safety of an area that is incredibly busy with vehicles and young people at the weekends. |
| <p>(6) Resident/Member of Town Council, (Burford Road, Chipping Norton)</p> | <p>Supports – with the following comments::</p> <ul style="list-style-type: none"> ▪ Feel the 30mph limit should be extended to at least the current start of the 40mph limit and that the 40mph limit be extended southwards by a similar amount, ▪ Chipping Norton Town Council is also aware that there is likely to be further residential development south of the town adjacent to the current development. |
| <p>(7) Resident, (West Street, Chipping Norton)</p> | <p>Supports – with the following comments::</p> <ul style="list-style-type: none"> ▪ Would like to see the 30mph limit extended to a point south of the entrances to the rugby club and Greystones, in effect replacing the existing 40mph limit. |
| <p>(8) Resident, (West Street, Chipping Norton)</p> | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels the proposed extension is too limited, the entrances to Greystones complex are heavily used by both adults and children using all forms of transport, (including pedestrians). ▪ For safety reasons the 30mph limit should be extended beyond the Rugby Club entrance. |
| <p>(9) Resident, (New Street, Chipping Norton)</p> | <p>Supports – with the following comments::</p> <ul style="list-style-type: none"> ▪ Would be better to extend the 30mph limit beyond the entrance to Greystones due to the heavy vehicular and pedestrian activity, especially on match and practice days. |

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| <p>(10) Resident, (New Street, Chipping Norton)</p> | <p>Supports – with the following comments::</p> <ul style="list-style-type: none">▪ Support the proposed limit but would ask that it is extended further along the A361 to go past the entrance to the Leisure Centre and Rugby Club. This is an area that is frequented by young people - a slower speed limit here would be a great idea for safety. |
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Division(s): All

CABINET MEMBER FOR ENVIRONMENT - 14 OCTOBER 2016

OXFORDSHIRE COUNTY COUNCIL INTERNAL ENERGY STRATEGY 2015-2020

Report by the Acting Director for Environment and Economy

Introduction

1. Oxfordshire County Council spends around £7 million on the energy needed for its corporate estate and activities. Energy costs are forecast to rise at around 4% per year creating a financial pressure if these costs are not properly managed.
2. Our energy use results in the emission of around 20,000 tonnes of greenhouse gases each year. Oxfordshire County Council has a commitment under Oxfordshire 2030; The Sustainable Communities Strategy to reduce emissions at an average of 3% year on year.
3. The Oxfordshire County Council Internal Energy Strategy 2015-2020 (Annex 1) sets a framework in which to manage costs and carbon emissions across the organisation. It was presented to County Council Management Team on 10 August 2016.

Exempt Information

4. The Energy Strategy does not contain any information considered to be exempt.

Oxfordshire County Council Energy Strategy 2015-2020

Objectives

5. This strategy sets a framework for managing energy under the council's direct financial control – corporate building energy, street lighting, and travel (business mileage and fleet).
6. It sets the following three objectives:
 - Ensure corporate energy costs do not exceed 2014/15 levels by reducing our energy use and purchasing energy effectively.
 - Make use of renewables and innovative new technologies where economically viable to reduce risk of supply, reduce costs and generate income.
 - Reduce greenhouse gas emissions from our properties and activities by 3% year on year, on average, in line with the Oxfordshire 2030 Sustainable Community Strategy commitment.

Principles

7. The Strategy adopts the principles of ISO 50001, the international standard for energy management systems, and provides the framework to embed energy management good practice across our everyday activities leading to continual improvement and helping us to reduce energy demand, manage costs and reduce emissions.
8. The strategy identifies a number of principles to follow in managing our energy use:
 - i. We will use the **energy hierarchy** to prioritise activities that save energy at the lowest cost, as well as maximise opportunities for energy efficiency and the generation of energy from renewable sources;
 - ii. We will fund activities through an **invest to save** approach - investing capital and capital finance to save a larger amount of revenue in coming years - making use of external funding where possible and advantageous;
 - iii. We will make use of our **organisational scale** to maximise the opportunities to reduce costs both through the way we procure energy and how we pay bills;
 - iv. We will ensure the **whole life cycle** energy impact of the activities we undertake and of the products and services we purchase is taken into consideration within our procurement processes;
 - v. We will continue working with our current partners, and explore new **partnerships** where there is a clear benefit to the council and the opportunity to lever additional economic and community benefit.
 - vi. We will work with colleagues across the organisation to identify projects in our three key areas of energy spend: street lighting; buildings and other assets; and travel.

Links to other plans and strategies

9. The energy strategy has cross-cutting links to a number of other plans and programmes:

Asset Utilisation Programme: The Council is looking to optimise and reduce the building footprint it occupies engaging with a One Public Estate approach. To help enable this transition it has undertaken a major programme to move staff to a more “agile” and flexible style of working.

Agile working: Opportunities offered via Agile working for virtual meetings, telephone and video-conferencing, working from locations closer to home are likely to have a positive impact on our mileage and emissions, helping us to change the way we work. This strategy can help to measure positive trends and impacts from such programmes.

Strategic Economic Plan: The vision for Oxfordshire is to be a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise

and research excellence. The importance of climate change is recognised in the SEP both as a long term threat to the economy and as a business opportunity. Low carbon sectors account for about 7% of the economy. Oxfordshire is considered well placed to deliver innovative solutions to support a global shift to a low carbon economy. This strategy does not seek to address wider county emissions and strategies, but it does enable Oxfordshire County Council to 'get its own house in order' and encourage innovation, external funding, and positive action on our own estate and across our activities. The current refresh highlighted the need for a county wide carbon strategy which may emerge in the final document as a commitment.

Local Transport Plan 4: Supporting the transition to a low carbon future is one of five key goals set out in Connecting Oxfordshire. As well as being the Transport Authority, the County Council also spends £2 million to meet the cost of travelling 4.5 million miles to deliver our own services. Our travel activities generate 11% of our own greenhouse gas emissions. This strategy will help the county council to measure and monitor our own transport use, seek ways to reduce our costs and impacts, and support bids for investment in innovative projects on our own estate such as Park and Rides.

Streetlighting strategy/policy: The council has undertaken a number of energy management trials and smaller scale roll outs of LED technology and dimming that has enabled it to keep energy consumption constant in this area in the face of a growing asset base. Significant further investment and revised policy will be needed to offset the impact of increased development and energy costs in future years. Cabinet will be asked to agree a new streetlighting policy in Autumn 2016. A new maintenance contract will then be let. Streetlighting and energy strategy have made an initial high level assessment of the opportunity for LEDs and will be proposing building this into a full business case through the commercial services board.

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| Key Issues |
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Energy within a changing organisation

10. The council is going through a period of unprecedented change in the scope and model of its operations. In the future the council may change in size, scale and scope of functions. There are a number of cross-departmental change programmes already in operation across the organisation set to transform the way we work such as digitisation and agile working.
11. Energy management does not require a new programme; it is an activity already happening across our estate. This strategy has been developed to agree principles that will help identify opportunities, prioritise action, ensure that long term revenue costs of decisions are weighed up against capital spend, embed energy management within existing programmes where appropriate, and monitor improvement.
12. Key assets such as streetlighting will continue to exist whatever the organisation looks like, and staff will continue to need to travel to deliver

services and undertake functions. The energy strategy is designed to sit alongside other key programmes such as Asset Utilisation Programme, helping to prioritise spend where it is most cost-effective on a large but rapidly changing estate.

Broader scope

13. A recent report commissioned by the County Council and the Oxfordshire Local Enterprise Partnership highlights the emissions made by different sectors of the economy, which amounted to **6,134 kT CO₂** in 2008 (the baseline year for monitoring against the Oxfordshire 2030 commitment). The transport, residential and commercial properties are particularly high contributors, along with the public sector. Oxfordshire County Council's greenhouse gas emissions totalled around 0.5% of broader county emissions.
14. The scope to reduce the greenhouse gas emissions of other sectors in Oxfordshire falls outside the scope of this strategy, but highlights an important leadership role, and the importance of continuing to work in partnership with others on the transition to low carbon economy. The Local Enterprise Partnership, Growth Board, Oxfordshire Partnership and Low Carbon Oxford all have a role in encouraging broader action. Initiatives such as OxFutures (a £15million community energy programme funded via the EU) and OLEV (Oxfordshire Low Emission Vehicles) are both good examples of multi-partner projects that have delivered action and clear benefits for the county

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| Budgetary implications |
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15. The strategy sets out the council's exposure to rising energy costs under a "business as usual" scenario.
16. The strategy proposes that the council prioritises activities that save energy at the lowest cost to the organisation (Section 5.3), producing annual action plans to identify where savings can be made.
17. Projects and programmes would continue to be brought forward via normal decision-making processes, as set out in the Commercial Operating Model, with each project setting out the invest-to-save business case and financial case to ensure cost-effectiveness to the organisation.
18. Annual reporting will identify progress against the energy strategy objectives and through this process the objectives can also be kept under review.

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| Equalities implications |
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19. Implementation of this strategy is not likely to disadvantage any particular groups. The impact on staff and customers of individual projects will be evaluated as part of the normal decision-making process.

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| Risk Management |
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20. The key risk evaluated is the predicted rise in energy prices.

21. Financial risks have been evaluated that the objectives are deliverable in the short to mid-term and cost-effective to the organisation.

Communications

22. Actions in strategy that relate to specific service areas have been formed collaboratively with relevant staff members.

23. County council consultees include property, streetlighting, ICT, procurement & finance, transport and innovation, infrastructure planning, transformation. In addition the team have collaborated with our property partners, Carillion.

24. A paper was also taken to the Schools Forum Traded Services in February 2014 outlining the council's reduction in direct support for schools with energy efficiency initiatives.

Governance and review

25. CCMT has agreed to sponsor the strategy reflecting the cross-organisational nature of the costs.

26. At its meeting in August 2016, CCMT recommended that the Energy Strategy now be taken forward through the delegated decision process for final sign off.

RECOMMENDATION

27 The Cabinet Member is RECOMMENDED to support the objectives and principles set out in the Energy Strategy document.

BEV HINDLE
ACTING DIRECTOR FOR ENVIRONMENT AND ECONOMY

Background papers: Oxfordshire County Council Energy Strategy 2015-2020

Contact Officer: Victoria Fletcher, Spatial Infra. Planning Resource Manager

October 2016

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Local government is operating in a period of unprecedented change and financial pressure.

Managing the energy intensity of our activities is an important part of 'good housekeeping', helping us reduce operating costs to protect front line services and to meet our public commitments to reduce greenhouse gas emissions.

Executive Summary

In 2014/15 we spent just over £7 million on energy for our corporate buildings and our activities such as running street lighting and other illuminated street furniture, as well as moving our staff around the county. Our energy use resulted in the emission of more than 26,000 tonnes of greenhouse gases.

Whilst our energy cost in 2014/15 was 1% less than in 2013/14 and almost 20% less than in 2010/11, continuing our current rate of energy use (business as usual) could see costs rise to £9 million per year by 2019/20 (creating an aggregate £5.5 million pressure over the next five years) primarily due to an increase in the cost of fuel.

This strategy provides a framework to manage energy use in all areas across our estate and activities and meet our objectives to:

- Ensure corporate energy costs do not exceed 2014/15 levels by reducing our energy use and purchasing energy effectively.
- Make use of renewable technologies to reduce risk of supply, reduce costs and generate income.
- Reduce greenhouse gas emissions from our buildings and activities by 3% year on year, on average, in line with the Oxfordshire 2030 Sustainable Community Strategy commitment.

We will deliver this strategy through a detailed annual delivery plan that sets out the projects necessary to meet our carbon targets and cost objectives.

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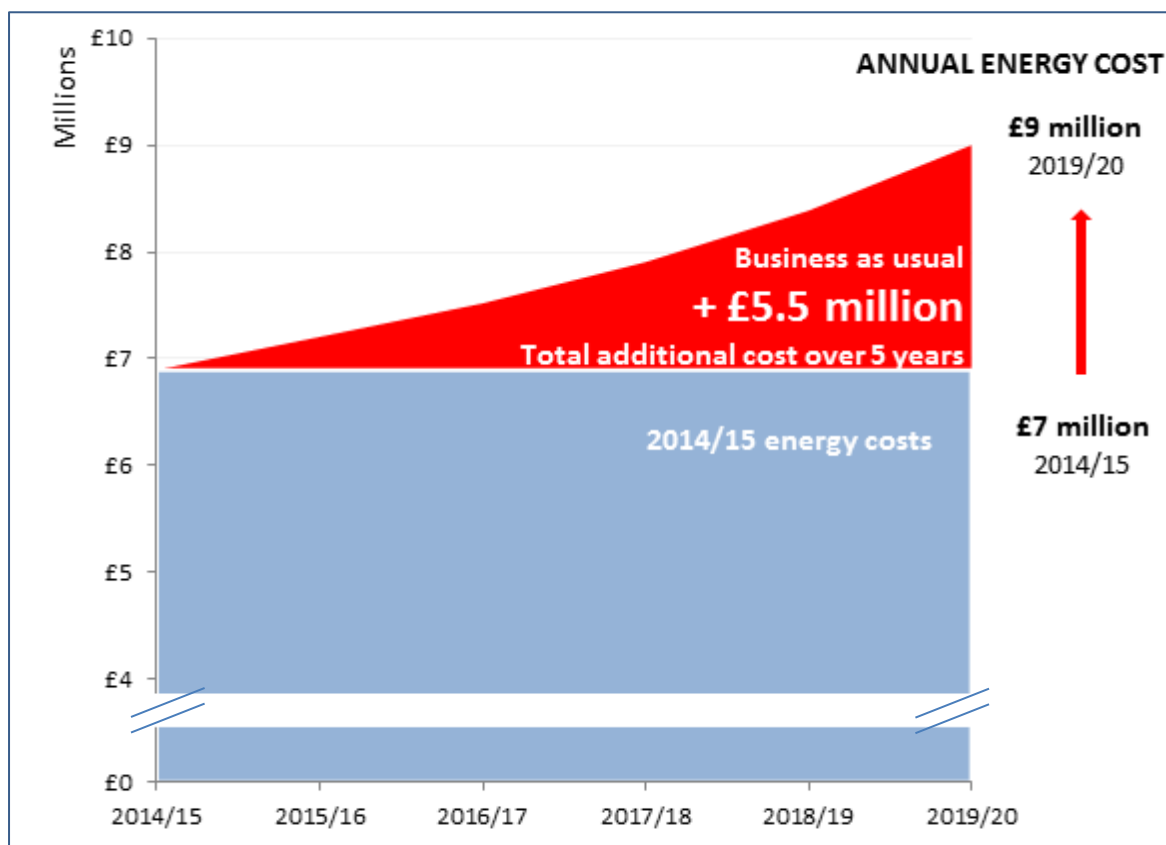
1 The Energy Challenge

1.1 Costs

In 2014/15 we spent **just under £7 million** on the energy needed to run our corporate buildings and activities such as street lighting and moving our staff around the County¹.

Whilst total expenditure in 2014/15 was 1% less than in 2013/14, rising fuel costs² and other challenges (such as the need for additional street lighting in areas of new housing development) mean that even if existing activity remains constant, the amount we spend will increase to an estimated £9 million per year by 2019/20.

Business as usual could add an aggregate **£5.5 million to our fuel bills** over the next five years².



Source: Oxfordshire County Council Energy Strategy Team, 2015

¹ Oxfordshire County Council Energy Data, 2015

² Whilst energy prices are volatile (and there has been some fall in wholesale pricing in the last year), the Department of Energy and Climate Change is forecasting positive inflation over the next 5 years of around 3% for gas and 5% for electricity. Carbon Trust has supported OCCs use of average 4% inflation.

1.2 Emissions

In the same year, 2014/15, our energy use resulted in the emission of **26,368 tonnes** of greenhouse gases (CO₂ equivalent).

Oxfordshire 2030: the Sustainable Community Strategy for Oxfordshire sets “Protecting the environment and responding to Climate Change” as one of four priorities for the County, with a target to halve emissions of carbon dioxide by 2030 compared against 2008 levels.

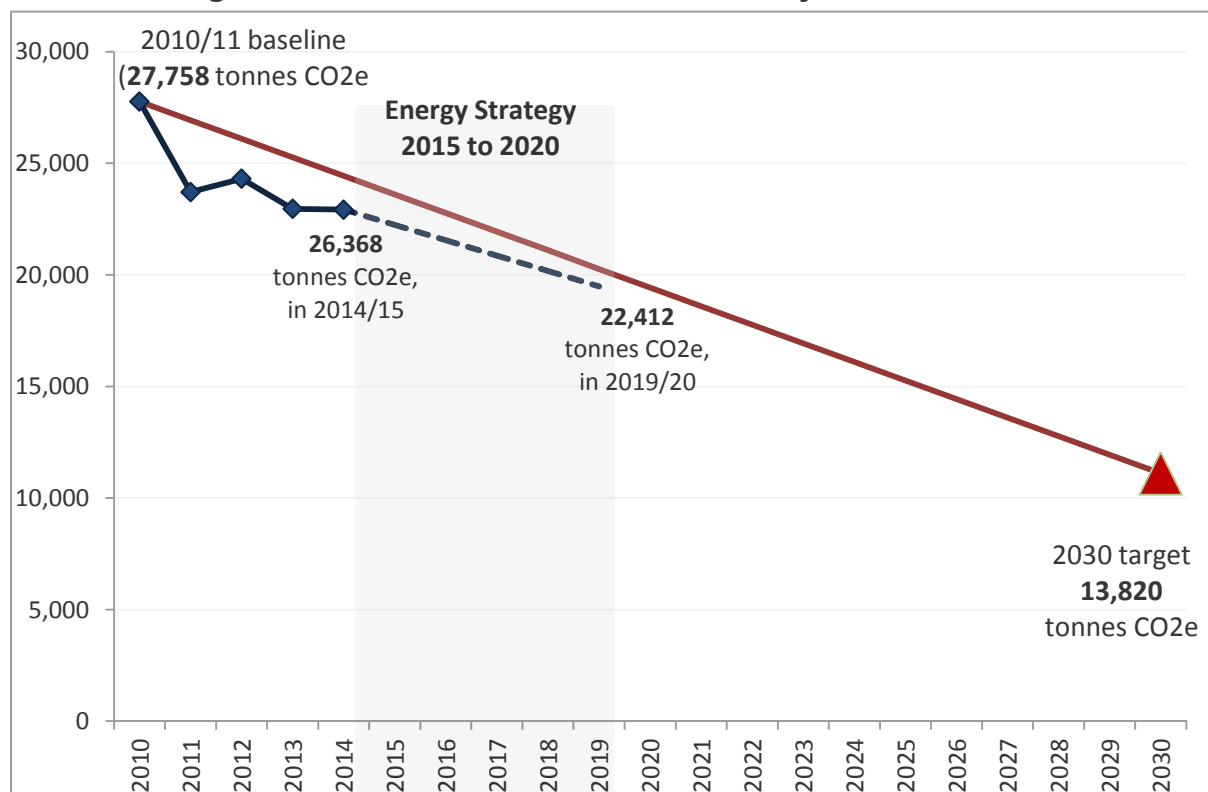
This public commitment is in line with targets embedded in the national Climate Change Act 2008 which requires the Government to reduce emissions in the UK by at least 34% by 2020 and 80% by 2050, from 1990 levels.

To support the *Oxfordshire 2030* priority the County Council has committed to a 3% year on year decrease in greenhouse gas emissions (using 2010/11 as a baseline) from its own estate under the Climate Local initiative³ and through Low Carbon Oxford.

Emissions in 2014/15 were 23% less than in 2010/11. This is an average reduction of almost 6% per year, meaning we are currently meeting this target. Continuing business as usual is likely to see our emissions increase due to the demand for additional street lighting in areas of new development around the county (emissions from this area are forecast to increase by around 1% annually).

To stay on track, we will need to reduce our emissions by a total of 3,500 tonnes CO₂e by 2020 compared with those in 2014/15 (an average of 700 tonnes per year).

Greenhouse gas emissions from Oxfordshire County Council estate to 2030



Source: Oxfordshire County Council Greenhouse Gas reports and Energy Review, 2015

³ The District and City Councils have also adopted this target.

Global agreements, local targets

The UK, along with 174 other countries, is a signatory to the 2015 Paris Agreement. Governments have agreed a long-term goal of keeping the increase in global average temperature to well below 2°C above pre-industrial levels, and are legally bound to 'pursue domestic mitigation measures'.

The UK's Climate Change Act, 2008 commits to reduce national emissions by at least 80% of 1990 levels by 2050, and by 34% by 2020. Local authorities are seen to have a key role in meeting this target*.

Oxfordshire County Council reports its emissions on an annual basis to the government. Our local commitment to reduce our own emissions by 3% per year is in line with the national target.

Meeting the target: carrots and sticks

National government currently encourages organisations to reduce greenhouse gas emissions using measures such as access to special interest free loans (Salix funding). The council has made use of this funding to implement a significant number of projects such as installation of energy efficient lighting.

All large businesses and public sector organisations are taxed on greenhouse gas emissions through the Climate Change Levy. In 2014/15 the levy amounted to £222,470 for Oxfordshire County Council, however this price is set to increase. Changes announced by the Government in Spring 2016 mean that we could expect to pay £342,000 in 2019/20, an increase of £120k.

Other 'carrot' or 'stick' measures could be introduced in the future by national governments to help them achieve commitments to the Paris Agreement.

**2013 Memorandum of Understanding between the Department for Energy and Climate Change and the Local Government Association*

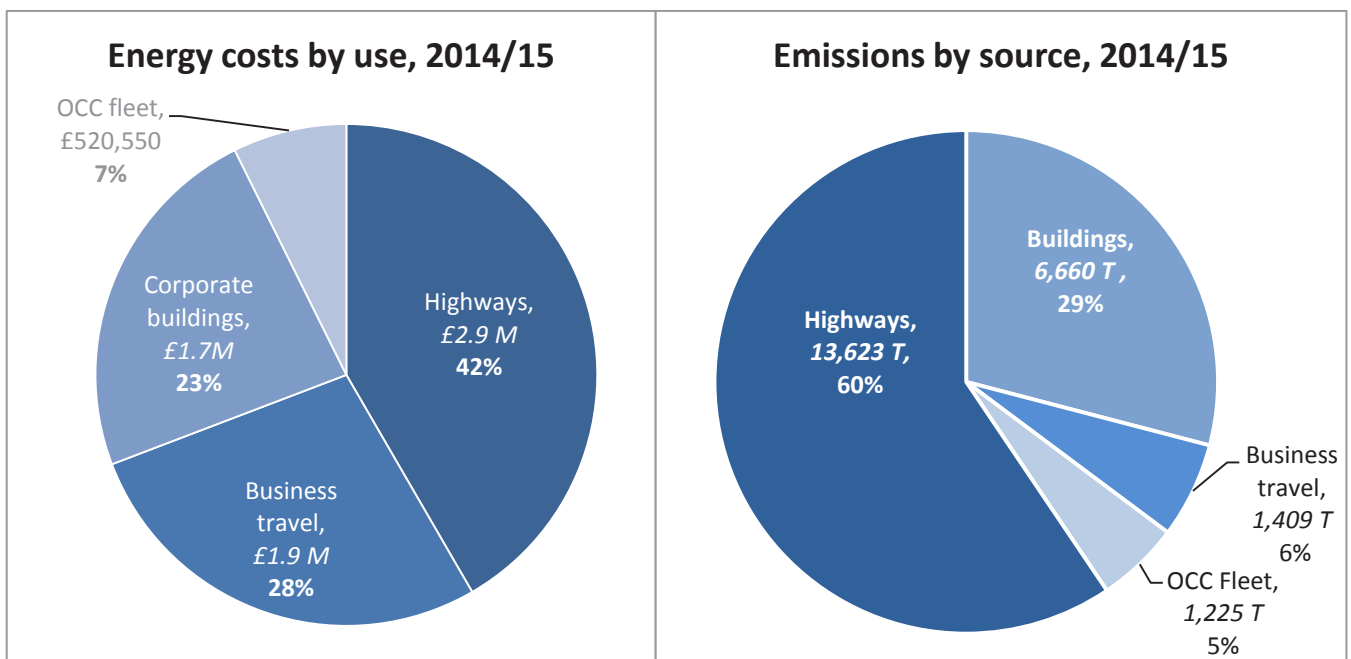
2 Meeting the challenge

Taking 2014/15 as our baseline, we can manage our energy costs and reduce associated emissions by:

- reducing our energy demand (including the need to travel);
- increasing our energy efficiency and
- generating our own energy and exploring opportunities offered by new technologies.

Systematically managing our energy use following the principles set out in the international standard, ISO 50001, will ensure that energy reduction behaviours can be embedded across the organisation leading to continual improvement and helping us to reduce energy demand, manage costs and reduce emissions.

The Energy Strategy to 2020 sets out how we will do this.



Source: OCC Annual Energy Review, 2015

3 Underpinning our existing work

The Energy Strategy supports a number of existing strategies and programmes.

i) Asset Utilisation Programme

The Asset Utilisation Programme (AUP) aims to transform the way we work to make best use of technology, property, and time. This includes exploring opportunities for colocation with the District and City Councils as well as the wider public sector in a move to “One Public Estate”.

Opportunities offered via Agile working (a cornerstone of the AUP programme) for virtual meetings, telephone and video-conferencing, working from locations closer to home are likely to have a positive impact on our mileage and emissions.

Agile working: reducing costs and emissions

*Laptops typically use 85 per cent less electricity over a year than desktop PCs.**

Swapping our desktops for laptops not only makes it easier to work from different locations but will help reduce our energy costs and emissions.

**Source: Energy Saving Trust*

The Energy Strategy will support AUP by embedding the principles of sound energy management to reduce our energy demand and increase energy efficiency in our buildings. It will also help to measure the positive trends and impacts from such programmes.

ii) Connecting Oxfordshire

Supporting the transition to a low carbon future is one of five key goals set out in Connecting Oxfordshire, Oxfordshire County Council’s Local Transport Plan 4. As well as being the Transport Authority, the County Council spends £2 million to meet the cost of travelling 4.5 million miles to deliver services. This travel generates 11% of our own greenhouse gas emissions. The Energy Strategy will help the council to measure and monitor our own transport use, seek ways to reduce our costs and impacts and support bids for investment in innovative projects on our own estate such as Park and Rides.

iii) Strategic Economic Plan

The vision for Oxfordshire is to be a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise and research excellence. The importance of climate change is recognised in the SEP both as a long term threat to the economy and as a business opportunity. Low carbon sectors currently account for about 7% of the economy, and Oxfordshire is considered well placed to deliver innovative solutions to support a global shift to a low carbon economy.

This strategy does not seek to address wider county emissions and strategies, but it does enable Oxfordshire County Council to ‘get its own house in order’ and encourage innovation, external funding, and positive action on our own estate and across our activities.

iv) Smart Cities

The Innovation & Research team drives the Smart Oxford Agenda to enable Oxford and Oxfordshire to become the test bed for new and emerging smart technologies. Working with a wide range of partners, Smart Oxford has a vision to bring together innovative ideas and engaged stakeholders to build a better stronger, safer, economically and environmentally sustainable city through smart solutions. Addressing and reducing energy consumption is central to this vision, not just in Oxford but county wide.

The need to make our assets more sustainable in future cities requires considerable innovation at all levels from policy to deployment. Solutions need to have a strong research element balanced with good commercial potential – Oxfordshire County Council is well placed to support and facilitate solutions in close partnership with established consortiums with universities and businesses.

The Energy Strategy directly supports this programme, setting out our approach to managing and reducing the energy required for our street lighting, buildings (and wider assets) and travel, and providing the framework within which to make use of innovative new technologies to reduce energy use and emissions from our sites and vehicles.

4 Partnerships and Innovation

Whilst this energy strategy will focus on our own estate and operations, and opportunities for cost reduction, it is acknowledged that the county council has a much broader role in leadership and influence through its various functions and services.

The Oxfordshire Partnership organisations share the county's commitment to reduce county-wide greenhouse gas emissions by 50% by 2030.

A recent report commissioned by the County Council and the Oxfordshire Local Enterprise Partnership shows that meeting the countywide target whilst meeting the needs of a growing population and economy will require sustained and active implementation of measures to reduce emissions⁴.

Reducing the overall county emissions is outside the scope of this strategy, but highlights the importance of continuing to work in partnership with others on the transition to a low carbon economy. The Local Enterprise Partnership, Growth Board, Oxfordshire Partnership and Low Carbon Oxford all have a role in encouraging broader action.

OxFutures: working in partnership

The OxFutures programme, led by Oxford City Council, Oxfordshire County Council and key delivery partner, social enterprise, Low Carbon Hub, was funded by Intelligent Energy Europe to deliver around £18 million of investment into renewables and energy efficiency in Oxfordshire by 2017.



The strongest element of the programme has been “community energy” – renewables schemes developed by the community and funded by local shareholders. In this model, the host organisation gets a discounted bill for their green energy and “profits” are cycled back into further energy efficiency and renewables projects.

The programme has had an impressive uptake with schools with 4000 panels installed across 20 schools to date. Schools have been motivated as much by the environmental and wider community benefits, as the cost savings and fully managed programme on offer.

⁴ Oxfordshire greenhouse gas emissions, 2008 to 2030. Aether, March 2016

5 The Energy Strategy, 2015 to 2020

This Energy Strategy sets out how we will manage our energy use to reduce emissions and keep costs as low as possible across our estate and other activities over the next five years compared against our 2014/15 baseline. It provides a framework to:

- understand and address the energy implications of wider organisational change
- direct investment to reduce energy costs and generate income in times of change
- reduce risk by securing and diversifying our energy supplies
- develop our own estate and assets as an exemplar for energy efficiency
- deliver our public commitments to reduce greenhouse gas emissions and to limit the impacts of a changing climate.

5.1 Objectives

We will follow the best practice principles set out in ISO 50001, the international standard for Energy Management Systems, to embed an energy management system across our everyday practices which will drive continual improvement to:

- Obj 1. Keep annual energy costs across the corporate estate at or below 2014/15 levels (£7 million) through to 2020 by reducing energy use and purchasing energy effectively;
- Obj 2. Make use of renewable technologies where economically viable to reduce risk of supply, reduce costs and generate income to partially offset remaining costs.
- Obj 3. Reduce greenhouse gas emissions from our buildings and activities by an average of 3 per cent year on year, equivalent to 3,438 tonnes CO₂e by 2020.

5.2 Scope

This strategy focuses on managing energy under the council's direct financial control – corporate building energy, street lighting, and travel (business mileage and fleet), and therefore excludes schools. Our approach in each of these three areas is set out in section 5.3 below. Section 5.3.4 sets out how the County Council will support schools as bill payers to reduce their own costs.

Reducing costs

In the first step to reducing our energy costs, we have secured a new contract with LASER Energy to operate to 2020.

LASER use their bulk buying power to secure gas and electricity supplies at competitive prices. By changing how we buy these supplies through LASER – ‘purchasing within supply period’ rather than ‘purchasing in advance’ – we expect to save on average £100,000 pa over the course of the contract.

5.3 Our approach

The Energy Strategy provides the framework to reduce costs and emissions resulting from energy consumption in all areas across our estate and activities.

We will deliver this strategy through a rolling Action Plan that sets out the projects necessary to meet our carbon targets and cost objectives. In drawing up the Action Plan we will be guided by the following principles:

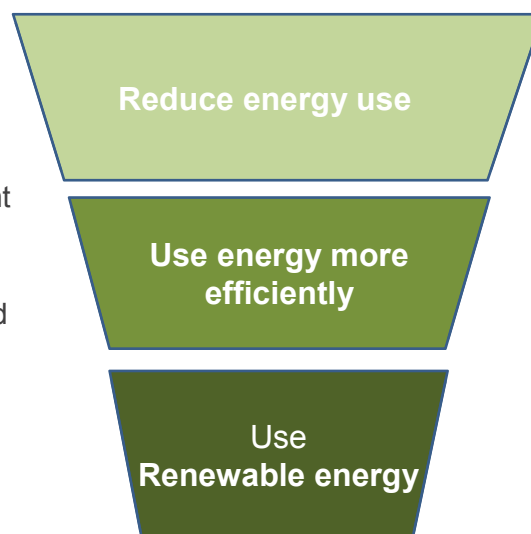
- i. We will work within the principles of the **ISO 50001** Energy Management system to embed energy management into our everyday business practices and drive continual improvement;
- ii. We will use the **energy hierarchy** to prioritise activities that save energy at the lowest cost, as well as maximise opportunities for energy efficiency and the generation of energy from renewable sources;
- iii. We will fund activities through an **invest to save** approach - investing capital and capital finance to save a larger amount of revenue in coming years - making use of external funding where possible and advantageous;
- iv. We will make use of our **organisational scale** to maximise the opportunities to reduce costs both through the way we procure energy and how we pay bills;
- v. We will ensure the **whole life cycle** energy impact of the activities we undertake and of the products and services we purchase is taken into consideration within our procurement processes;
- vi. We will continue working with our current partners, and explore new **partnerships** where there is a clear benefit to the council and the opportunity to lever additional economic and community benefit.
- vii. We will work with colleagues across the organisation to identify projects in our three key areas of energy spend: street lighting; buildings and other assets; and travel (see sections 5.3.1 to 5.3.3 below).

Projects in the annual Action Plan, including no and low cost actions and other 'invest to save' options, will enable us to reduce energy spend (or offset costs) and / or reduce greenhouse gas emissions on a project by project and case by case basis. Each economically viable project will be brought forward through the appropriate financial and governance pathway.

Good Housekeeping

The **energy hierarchy** sets out a good housekeeping approach to managing our energy:

1. **Reduce the need for energy** - a 'no / low cost' solution with immediate returns. For example, a trial of 'part night lighting (turning off street lights when least needed) helped reduce consumption.
2. **Make the energy we purchase go further**. Replacing old street lighting with low energy dimmable lights reduces consumption and costs: a dimmed light reduces energy use by around one third.
3. Once we've optimised our energy use we can explore opportunities to increase the proportion of our energy supplied through **renewable sources**. This will help reduce our greenhouse gas emissions, and offer an opportunity to generate income.



5.3.1 Street lighting

Street lighting accounts for the greatest proportions of our annual energy spend and emissions (42% and 60% respectively in 2014/15). As with many other council assets, the number of street lights will increase as growth across the county is realised.

The management of the number of street lights and their associated energy usage will need to continue through policy and making use of the advancement of technology.

The council is already investing in a small scale roll out of LED technology and implemented dimming practices but further investment and policy changes will be needed to offset the impact of a larger number of Street lights across Oxfordshire and expected energy price increases in the coming years.

A new street lighting policy will be taken to Cabinet in the autumn, setting out the approach needed to address these challenges. A new maintenance contract will then be let, potentially bringing cost saving opportunities. Opportunities to replace existing lamps with newer lower energy usage ones will be investigated and a business case for further replacement programmes assessed.

5.3.2 Buildings and assets

Where and how we work is changing. In the coming years we expect to occupy fewer buildings and continue to move to agile working. Whilst both these steps will lead to reduced building energy costs, there are further measures we can take to reduce energy demand, improve our energy efficiency and realise further savings.

Set against the backdrop of asset rationalisation, we will maximise the implementation of low or no cost measures, for example:

- embedding energy conservation in our daily activities through staff awareness and behavioural change;
- actively monitoring our energy use to ensure we target and reduce waste;
- embedding energy efficiency measures into our existing building and maintenance programmes;
- adopting a whole building approach to energy efficiency in our core offices.

We will also continue to explore opportunities (where the business case allows) to make use of renewable energy and innovative new technologies, not only on our buildings but also on our wider assets, to reduce costs and emissions and at the same time improve our energy security.

Reducing our energy use through changing behaviours

Switching off helped us reduce energy use in our offices by almost 10% over the Christmas holidays in 2014.

Before the holiday we used an intranet headline to ask all staff to remember to 'switch off' before leaving the office.

Information collected from our automatic meter readers for this period suggests that we reduced the amount of energy used on Christmas day by 7% and by 3% on both Boxing Day and New Year's Day compared with the previous year.



5.3.3 Travel

We have identified the potential for significant cost saving opportunities around business travel which can be realised through no or low cost measures:

- Ongoing changes to where and how we work, for example introduction of new improved video conferencing facilities and the implementation of the digitisation programme, are expected to reduce the need to travel.
- Promoting and implementing existing travel policies will direct staff to consider how they can undertake essential journeys to lessen and lighten the impact of travel. For example, encouraging the use of pool cars in preference to private vehicles will both increase the utilisation of the existing cars and reduce the cost of business mileage.
- Introducing training for high mileage users to improve fuel efficiency.

The energy strategy will both facilitate and monitor these changes.

Further opportunities to reduce the impact of business travel (both cost and emissions) will be explored through the wider organisation. This will focus not only on reducing business miles but on how we procure and manage our vehicles to take advantage of bulk buying power to reduce fuel and maintenance costs.

Our Officers' Code of Conduct requires that all staff

“consider sustainability issues when undertaking your duties, including the procurement of goods and services. In particular you should seek opportunities to improve and promote energy conservation, advocate recycling and waste minimisation, reduce pollution and support positive Council initiatives to improve the environment. You should limit travel on Council business to that which is unavoidable and walk, cycle or use public transport if possible”.

5.3.4 Schools

In 2014/15 maintained schools in Oxfordshire spent **£3.3 million** on energy bills and a further £140,000 on business travel. This is one third of the total OCC energy spend and equated to 15,230 tonnes CO₂ equivalent, 36% of the council's total emissions.

Whilst the Council's target to reduce emissions by 3% year on year also applies across the schools estate, it is recognised that the Council has increasingly limited influence on how these buildings are operated:

- the majority of our secondary schools have already converted to academy status, operating entirely independently;
- we anticipate that significant numbers of those remaining under local authority control at present will become academies over the life time of this strategy;
- any remaining maintained schools are considered to be separate bill payers and decision-makers in reducing their own costs.

Working within the limited resources available, we will however continue to offer the following services to support the remaining maintained schools to reduce their energy costs:

- Include these schools in the energy bulk buying contract through Laser
- Provide a billing verification service through our property partner Carillion
- Signpost schools to the financial opportunities available through Salix Finance Limited to fund energy efficiency investments
- Signpost to opportunities available through other organisations such as the Low Carbon Hub.
- Support innovative energy reduction / renewable programmes to schools where these can be delivered at no cost or on a cost-recovery basis.

Acknowledging the diminishing influence of the County in the schools estate, we will remove academy emissions from our Greenhouse Gas reporting. We will also report on emissions from maintained schools and corporate estate separately.

5.4 Governance and review

The sponsor of this energy strategy and the associated delivery plan is the County Council Management Team (CCMT) reflecting the cross-organisational nature of the costs.

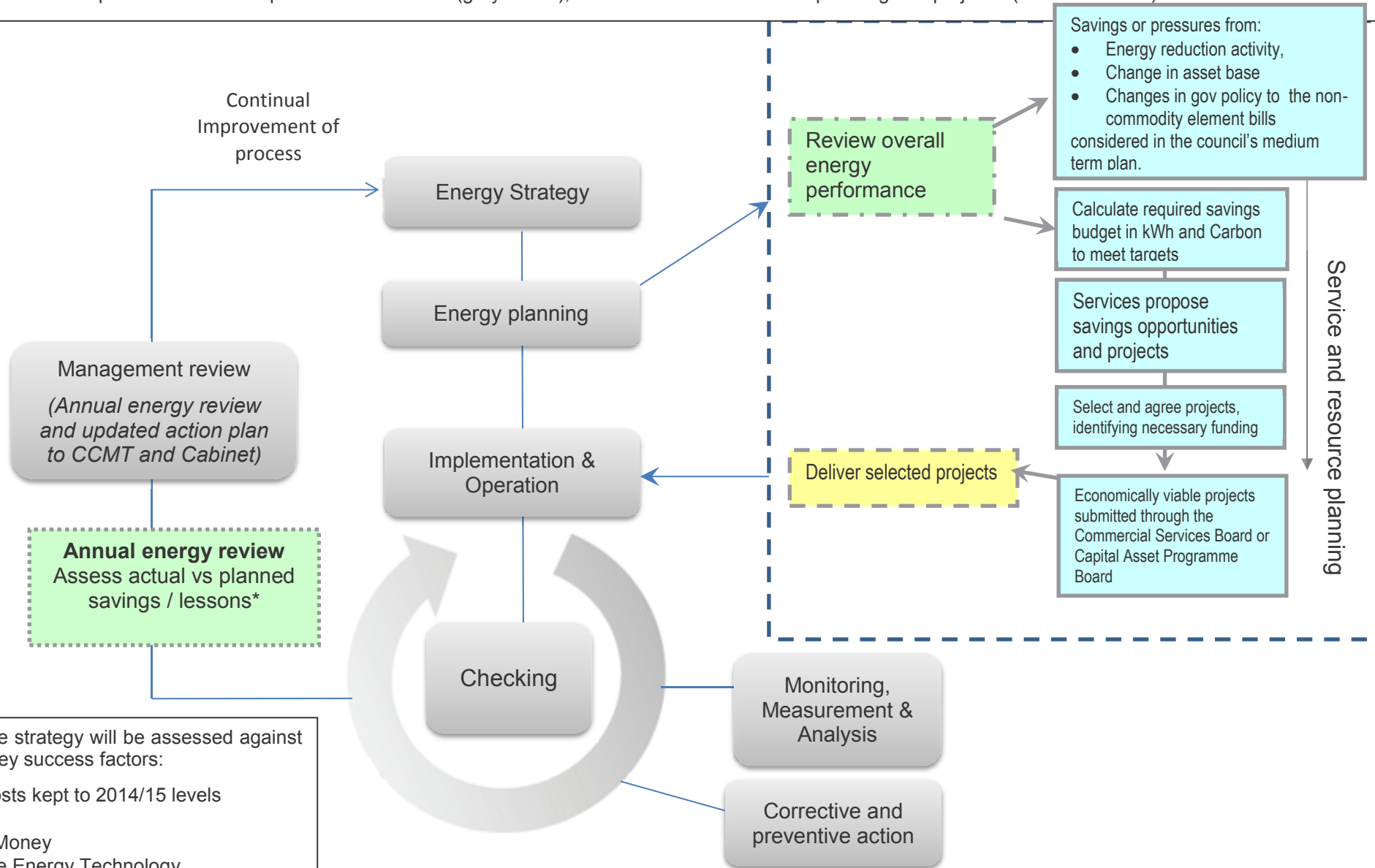
The Energy Strategy team will report annually to CCMT on progress against the Action Plan (to coincide with collation of year-end greenhouse gas and cost data). At the same time we will update the Action Plan, identifying projects for the following year to ensure we continue to meet our objectives to reduce costs and emissions. Projects will be fed into the Council's service and resource planning process.

The Energy Strategy will be reviewed in 2020.

Proposed Energy Management System

The international standard for Energy management systems (EnMS), ISO 50001 sets out a systematic approach to energy management. In common with other management standards the approach aims to deliver continuous improvements driven by a plan-do-check-act cycle.

The process requires the organisation to adopt an energy policy which is widely communicated and shared. A review of energy performance sets a baseline, identifies significant areas of energy use and leads to meaningful and realistic objectives and targets – and an action plan setting out the activities needed to meet these. The action plan is reviewed and reported at determined intervals, and a management review is required to drive continuous improvement of the system. The process diagram below shows the steps of the EnMS adapted from ISO 50001 (grey boxes), with the additional detail on planning and project s (coloured boxes).



*Delivery of the strategy will be assessed against the following key success factors:

- Energy Costs kept to 2014/15 levels
- Affordable
- Value for Money
- Renewable Energy Technology
- Reduced greenhouse gas emissions (3% pa)

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