



Delegated Decisions by Cabinet Member for Environment (including Transport)

Thursday, 8 October 2020 at 10.00 am

Virtual

Please note that due to guidelines imposed on social distancing by the Government the meeting will be held virtually.

If you wish to view proceedings please click on [this link](#).

However, that will not allow you to participate in the meeting. If you wish to participate please contact the Committee Officer (details below) bearing in mind the information set out at Item 3 on this Agenda.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 16 October 2020 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 blue ink that reads 'Rees'.

Yvonne Rees
Chief Executive

September 2020

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

Note: Date of next meeting: 19 November 2020

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

This Cabinet Member for Environment Delegated Decisions meeting will be held virtually in order to conform with current guidelines regarding social distancing. Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 2 October. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk together with a written statement of your presentation to ensure that if the technology fails then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting – Tuesday 6 October).

Where a meeting is held virtually and the addressee is unable to participate virtually their written submission will be accepted.

Written submissions should be no longer than 1 A4 sheet.

4. Oxford - Sandhills Area: Proposed Controlled Parking Zone (CPZ) (Pages 1 - 30)

Forward Plan Ref: 2020/078

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (Interim) (CMDE5).

In June 2018 and April 2019 the Cabinet Member for Environment approved a programme of new CPZs in Oxford to address numerous local issues and help support the delivery of wider transport initiatives across the City. This report presents responses to a formal consultation on a new CPZ in the Sandhills area.

The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Sandhills area.

5. Oxford - Marston North: Proposed Controlled parking Zone (CPZ)
(Pages 31 - 84)

Forward Plan Ref: 2020/076

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (Interim) (CMDE5).

In June 2018 and April 2019 the Cabinet Member for Environment approved a programme of new CPZs in Oxford to address numerous local issues and help support the delivery of wider transport initiatives across the City. This report presents responses to a formal consultation on a new CPZ in the Marston North area (previously referred to as the New Marston area).

The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Marston North area, but with the times and days of week of the CPZ restrictions in Horseman Close, Clay Close, Jessops Close and Dents Close being amended so as to align with those for the other parts of the CPZ.

6. Oxford - Waterways: Proposed Controlled Parking Zone (CPZ)
(Pages 85 - 120)

Forward Plan Ref: 2020/077

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (Interim) (CMDE6).

In June 2018 and April 2019 the Cabinet Member for Environment approved a programme of new CPZs in Oxford to address numerous local issues and help support the delivery of wider transport initiatives across the City. This report presents responses to a formal consultation on a new CPZ in the Waterways area.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Waterways area, but with the following also being included for eligibility for resident and visitor permits: Clearwater Place; Complins Close; residential moorings on the Oxford Canal in the vicinity.

7. Goring: B4009 High Street - Proposed Traffic Calming Measures

(Pages 121 - 142)

Forward Plan Ref: 2020/115

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Lee Turner, Principal Officer – Traffic Schemes Tel: 07917 072689

Report by Director for Community Operations (Interim) (**CMDE7**).

The report presents responses received to a statutory consultation to introduce a traffic calming buildout, flat top road hump and realigned footway at B4009 High Street, Goring put forward in conjunction with Goring Parish Council, who have undertaken to majority fund the project subject to approval being given to proceed with the scheme.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of traffic calming measures at B4009 High Street, Goring, as advertised.

8. Long Wittenham: Didcot Road - Proposed Zebra Crossing and Revised Traffic Calming

(Pages 143 - 188)

Forward Plan Ref: 2020/008

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (Interim) (**CMDE8**).

The report presents responses received to a statutory consultation to introduce a humped zebra crossing and revised traffic calming feature comprising a symmetrical build-out with cycle bypasses in both directions, the latter feature replacing an existing traffic calming build-out put forward as a result of the development of land adjacent to the Didcot Road at Long Wittenham.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a humped zebra crossing and revised traffic calming measures as advertised.

9. Eynsham: Various Streets - Proposed Waiting Restrictions

(Pages 189 - 210)

Forward Plan Ref: 2020/040

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (Interim) (**CMDE9**).

The report presents responses to a statutory consultation to introduce and amend waiting restrictions on residential roads within Eynsham where parking is resulting in road safety and access problems for residents put forward following discussions and site meetings with officers, the local member and Eynsham Parish Council. The proposal for Thornbury Road relates to a previous proposal approved by the Cabinet Member for Environment at the delegated decisions meeting on 12 July

2018 but which has required a further consultation due to the order not being made within the statutory 2 year time limit.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions as advertised.

10. Minerals and Waste Annual Monitoring Report 2018 (Pages 211 - 348)

Forward Plan Ref: 2020/062

Contact: Charlotte Simms, Senior Minerals and Waste Planning Officer Tel: 07741 607726

Report by Director for Planning & Place (**CMDE10**).

The County Council is required to prepare and publish monitoring reports on the Oxfordshire Minerals and Waste Local Plan. This is a procedural and information requirement which has been met by the production each year of a Minerals and Waste Annual Monitoring Report. The Annual Monitoring Report must report on the implementation of the Minerals and Waste Development Scheme (the programme for preparation of the Minerals and Waste Local Plan) and on the extent to which local plan policies are being achieved. A draft Oxfordshire Minerals and Waste Annual Monitoring Report 2018 (Calendar Year) has been prepared, covering the year 1 January to 31 December 2018.

The draft Annual Monitoring Report 2018 reports on progress in the preparation of the revised Minerals and Waste Local Plan in relation to the programme in the Council's Minerals and Waste Development Scheme.

It also reports on:

- a) production of aggregate minerals;
- b) permissions granted for mineral working and landbanks of permitted reserves;
- c) production of secondary and recycled aggregates;
- d) amounts of waste produced and methods of management;
- e) permissions granted for waste management facilities and capacity of facilities.

It cross refers to the Council's Local Aggregate Assessment 2019 and Waste Needs Assessments 2020 and 2015, which contain more detailed information and will sit alongside and complement the Annual Monitoring Report. In addition, it reports on work undertaken by the Council to meet the Duty to Cooperate.

The Cabinet Member for Environment is RECOMMENDED to:

- (a) approve the Oxfordshire Minerals and Waste Annual Monitoring Report 2018 (Calendar Year) annexed to the report CMDE10;***
- (b) authorise the Director for Planning & Place to carry out any necessary final editing of the Minerals and Waste Annual Monitoring Report 2018 (Calendar Year) for publication on the County Council website.***

Division(s): Barton, Sandhills and Risinghurst

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020

OXFORD – SANDHILLS AREA: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Sandhills area.

Executive summary

2. Following approval by the Cabinet Member for Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford this report presents responses to a formal consultation on a new CPZ in the Sandhills area.

Introduction

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:
 - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
 - Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
 - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.
4. CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.

Background

5. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018

and in April 2019, when it was agreed to use capital funding, together with contributions secured from development to deliver the programme.

Formal Consultation

6. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 19 August and 18 September 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillors. A letter was sent directly to approximately 395 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
7. 62 responses were received during the formal consultation (an approximate response rate of 16%). These are summarised in the tables below:

CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	-	43	43 (69%)
Support	1	14	15 (24%)
Neither/Concerns	2	2	4 (7%)
No Opinion	-	-	0%
<i>Total</i>	<i>3</i>	<i>59</i>	<i>62 (100%)</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	-	29	29 (47%)
Support	1	20	21 (34%)
Neither/Concerns	2	10	12 (19%)
No Opinion	-	-	0%
<i>Total</i>	<i>3</i>	<i>59</i>	<i>62 (100%)</i>

8. The above tables are based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of responses from local residents by road:

Road	Object	Support	Neither / No opinion	Total
Burdell Avenue	4	1	-	5
Bursill Close	-	1	-	1
Cavendish Drive	-	1	-	1

Delbush Avenue	1	1	-	2
Elton Close	1	1	-	2
Green Ridges	4	-	-	4
Hill View	3	-	-	3
Hosker Close	3	-	-	3
Merewood Avenue	15	4	1	20
Sweet Green Close	4	-	-	4
Terrett Avenue	5	5	-	10
(unknown)	2	-	-	2
Total	42	14	1	57

9. The table below summarises the main issues raised by members of the public expressing an objection or raising a concern. As respondents in several cases cited more than one concern the totals below are greater than the number of such respondents:

Objection/Concern	Reason	Number
1. Need for / Effectiveness	Effectiveness of CPZ at school pick up/drop off times.	3
	CPZ not needed as parking for residents not an issue.	32
	School should provide parking facilities for pick up/drop off.	1
2. Cost of Permits	Having to pay for visitors.	1
	Residents having to pay to park.	11
3. Permit Eligibility	Maximum number of permits per property (2) is too low.	5
4. Parking Provision	Additional restrictions would affect parking availability for residents.	5
	Permit scheme would reduce parking availability for visitors.	6
	8am to 8pm restrictions adversely affecting visitors.	1
5. Enforcement Concerns	Better enforcement of existing restrictions is solution.	9
	Possible lack of enforcement.	1
6. Environmental Impacts	Environmental impact on area i.e. additional private parking created.	2
	Impact on property prices.	3
	Safety concerns regarding parked vehicles.	2

10. The individual responses are included at Annex 2. Copies of the original responses are available for inspection by County Councillors.

11. Thames Valley Police did not object due to the fact that the burden on enforcement would not fall on them.

12. The Local County Councillor covering the Barton, Sandhills & Risinghurst Division is aware of the split local opinion in the area but raised the concern that not including the whole area within the proposed zone could lead to displaced parking having a greater effect on any road not included. Additionally, the need for greater and more effective enforcement was raised as being the key issue should the scheme be approved.
13. The Parish Council decided not to take a stance on the subject at this point, as it was felt that a controlled parking zone would affect each resident differently depending on their location and so have specific and personal consequences for each household. The Parish Council would support the expressed majority view on the CPZ following the conclusion of the consultation process.
14. The remaining responses were from members of the public with those expressing an objection or citing concerns raising issues covering: the overall need for and associated effectiveness of a controlled parking scheme in the area, the cost of permits for both residents and their visitors, the number of permits residents would be eligible for, the potentially adverse effect on parking availability of residents and visitors, current and possible lack of enforcement activity as well as potential local environmental and safety concerns.
15. The overwhelming majority of objections raised by residents queried the actual need for controlled parking in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from the adjacent Thornhill Park and Ride car park and bus interchange. While accepting that some parts of the area are more pressured than others and that not all roads within the area might be directly impacted by this, by not including all roads within the proposed zone could lead to later problems of potentially displaced parking having a far greater effect on any road that was not part of the scheme.
16. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, consistent with many other CPZs.
17. Objections and concerns were also raised in respect to the proposed additional parking restrictions and their potential impact on parking availability for residents and their visitors. Officers will review the scope to make minor amendments to accommodate any suggested changes and should clear and

obvious issues arise then additional measures could be investigated as appropriate.

18. Some residents expressed concerns that rather than introducing additional measures existing parking restrictions would be adequate given proper enforcement priority. Enforcement concerns are noted and residents are encouraged to report vehicles contravening the local parking restriction but the existing restrictions are not considered to be effective at controlling the levels of non-residential parking seen in roads within the area. New CPZs will see levels of enforcement similar to that of existing areas, with patrols at least twice daily and extra resource during the early periods of implementation or when required.
19. Concerns regarding the impact on house prices and potential increase in residential development for private parking were mentioned by a small number of residents. In terms of the concerns raised regarding safety (especially in relation to school pupils) the proposed additional parking restrictions and the restriction on non-residential parking should help ensure that junctions are kept clear and the number of vehicles parked within the area kept at a minimum.

Monitoring and evaluation

20. It is suggested that the scheme, if approved, be reviewed approximately 12 months after implementation.

How the Project supports LTP4 Objectives

21. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes and support the delivery of wider transport initiatives, such as Connecting Oxford.

Financial and Staff Implications (including Revenue)

22. Funding for the proposed CPZ has been provided from the County Council's Capital Programme and from developer contributions

Equalities Implications

23. No equalities implications have been identified in respect of the proposals.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed Controlled Parking Zone
Consultation responses
Contact Officers: Hugh Potter 07766 998704
Jim Whiting 07584 581187

October 2020



ANNEX 1

Drawing No.		Revision
		0
Key		
Zone boundary Existing 'No Waiting at Anytime' (double yellow lines) Permit holders (Zone addresses's) between 8am and 8pm, 7 days a week. Non-permit holders restricted to 2 hour parking between 8am - 8pm, 7 days a week, No return within 2 hours. Proposed change from 'No Waiting' 9am-10am, 2pm-3pm & 7pm-8pm to 'No waiting at any time' Double yellow lines Advisory School Keep Clear markings to remain unchanged		
<small>Reproduced from the Ordnance Survey mapping with the 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 Licence No LA0768D5</small>		
Rev.	Date	Purpose of revision
		Drawn Checked Approved
Owen Jenkins Director for Infrastructure Delivery Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577		
Project title		
SANDHILLS PERMIT PARKING ZONE		
Drawing title		
PROPOSED PERMIT PARKING AREA ZONE PREFIX - SH		
Drawing Status		
Scale @ A3	Drawn by	Checked by
1:2000	JW	Approved by
	Date drawn	Date checked
	21/07/20	Date approved
Oxfordshire Project No. & File Ref		
Drawing No.		Revision
		0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – these restrictions place no burden upon Thames Valley Police in terms of enforcement.</p>
(55) Local County Cllr, (Barton, Sandhills & Risinghurst Division)	<p>Support - On balance I support a CPZ in Sandhills.</p> <p>When we have discussions about this issue in the past there has broadly been a 50/50 split for and against. This is because the inconsiderate and thoughtless parking behaviour affects those roads nearest the junction as commuters and holiday makers avoid the car parking charges at the Thornhill Park & Ride. However, if we just put parking restrictions on those roads these cars will just move to the nearest road without parking restrictions.</p> <p>So, unfortunately, all of Sandhills has to be a CPZ.</p> <p>The key issue is that there are sanctions for those who fail to adhere to parking restrictions and I hope that the new contact for parking enforcement includes the capacity for these new areas.</p>
(2) Risinghurst and Sandhills Parish Council	<p>Neither - Risinghurst and Sandhills Parish Council debated the issues and range of views around the implementation of a controlled parking zone (CPZ) in Sandhills last night. The Parish Council decided not to take a stance on the subject at this point because a controlled parking zone will affect each resident differently, depending on their location, and so it will have specific and personal consequences to each household.</p> <p>Therefore, The Parish Council decided not take a stance on the subject at this point because a controlled parking zone will affect each resident differently, depending on their location, and so it will have specific and personal consequences to each household.</p> <p>Therefore, the Parish Council will support the expressed majority view on the CPZ following the results of the consultation.</p>

(3) Local Resident, (Oxford, Green Ridges)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>I am a homeowner in Green Ridges and subsequently I strongly object to the proposed scheme for the area of Green Ridges.</p> <p>As a resident of nearly 4 years, my fiancé and I have never had an issue with the informal street parking and never have we noted a fluctuation of unwanted vehicles in the area, especially noting no difference between the weekdays and weekends. We believe the proposed will actually encourage people to park on the roads because spaces will be identified by this scheme, thus blocking up our road network and creating more traffic. Furthermore, we believe this scheme will strongly affect our property price as the proposed comes at a cost both financially and socially for the residents - my visitor numbers will be limited and I will have to pay for further permits for myself and visitors. I moved to this area because of the lack of parking congestion and no parking costs to the residents! We therefore STRONGLY OBJECT to this scheme in the Green Ridges area.</p>
(4) Local Resident, (Oxford, Green Ridges)	<p>CPZ - Object Additional Restrictions - Object</p> <p>Strongly object to this being implemented. Forcing residents to pay for permits is shocking. There is no need for this area to be permitted. The current parking situation is absolutely fine.</p>
(5) Local Resident, (Oxford, Green Ridges)	<p>CPZ - Object Additional Restrictions - Object</p> <p>Green Ridges does not require a controlled parking zone. We never have issues with parking. We have allocated parking and never have any problems. I strongly object to CPZ within Green Ridges, Headington.</p>
(6) Local Resident, (Oxford, Burdell Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>The area is not crowded to be necessary to have any restriction. It is not fair for the residents to pay for parking on the road, on an area which is not central.</p>

(7) Local Resident, (Oxford, Sweet Green Close)	CPZ - Object Additional Restrictions - Object Having lived in my house in Green Close, for a long time, I have never encountered any severe parking problems. I hereby submit my strong opposition to the said proposals. Please don't do anything in front of my property! THANK YOU.
(8) Local Resident, (Oxford, Merewood Avenue)	CPZ - Object Additional Restrictions - Support My wife and I, who share 1 car and have a driveway, have never encountered any difficulty with parking where we live on Merewood Avenue. We occasionally have visitors who come by car and they too have been able to find parking without problems. Introduction of parking controls therefore seems unnecessary.
(9) Local Resident, (Oxford, Terrett Avenue)	CPZ - Object Additional Restrictions - Support Parking control of Terrett Avenue by permit is unacceptable. We can't afford to pay £120 a year extra in car parking permits. The problems are at the top of the road, not at the bottom of the road where we live. The real issue in Terrett Avenue is the lack of enforcement of existing measures. I have not seen a parking control person in 10 years. Maybe some double yellows at the top of the road would help, but really, an entire CPZ is not an acceptable way forward.
(10) Local Resident, (Oxford, Hill View)	CPZ - Object Additional Restrictions - Neither/Concerns

I 100% object CPZ and we have already voted a majority against it. There isn't actually a problem for parking in most of Sandhills, even in rush hour or with school runs. It's not a huge deal. Can I suggest you come and spend the day walking around Sandhills and counting parked cars, taking note of how many vehicles per household? A lot of residents have a min of 2 vehicles and quite often a van for their work. So, having to be expected to pay to have our vehicles parked outside our own home is totally outrageous/criminal. Most families are on the breadline at the moment, with current covid affairs, so to expect this to fund the councils pockets is an insult for struggling families. We have families with growing children, who are either students or looking for work and they have cars parked on the road, but could not afford extra unnecessary bills. This can only be a way for you to make money. Even though when I asked about this, I was told it actually costs a lot of money to implement this. So why do this in the first place?

The only complaints the residents have had, is lack of parking for the school runs. Not a major problem but needs to be addressed. This is an easy problem to sort out.

1. I understand that the Park and Ride were going to offer a small allocated place for parents doing school runs, to use a designated spot.
2. School actually takes responsibility and forfeits a small portion of their playing field to the side of the school for parking. This would actually be much safer than the current situation (whereby parents pull over, open car doors and sends children out of car, risking getting run over on the road to cross to the school) This will get worse if CPZ is put in place, as parents will be in even more of a rush to kick the kids out of the car, avoiding getting a fine!

The only other occasional problem, is when people park in Sandhills and go off on holiday for a week or two. It happens and even in Hill View. But it's not a problem, as not everyone does this. However, if you really want to make money, why don't you just put up signs to warn holiday makers that clampers are in force, if you leave your car in the area for long periods of time. Leave it to the residents to take pictures and proof (if it really bothers them) saving man power for the council too!

As for encouraging people to use the P & R car park, there are ways to encourage that} Ideally you want people going back into the City, getting the economy moving again, people shopping in town etc, yes? Start approaching local businesses in town, see if they want to do special offers for people who use local transport, so on the back of the bus ticket, there will be special offers. Only for people who use your service though. Build up a bit of social media hype! Maybe something on there for children, a puzzle for them to look out for in town, but the clue is on the ticket, prizes etc. Maybe a returning client discount/reward for consistently using your services.

	<p>Honestly, the list is endless!! Just think out of the box. And if you struggle, then I will happily come in and help you come up with more ideas, to encourage drivers to use your car park too. Therefore, less likely to park in Sandhills.</p> <p>Even the holiday makers could be offered special offers for returning clients, vouchers for something to spend at the airport maybe???</p> <p>Please do contact me for more help. Work together with local residents, rather than just a money-making scheme, which is what this comes across as!</p>
(11) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Support</p> <p>There are no parking issues in Sandhills, and this is completely unnecessary.</p>
(12) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>The last survey indicated that the majority of Sandhills resident do not want a CPZ or double yellow lines in the estate. As far as I'm concerned, here is no issue with parking in Terrett Avenue and I see no reason why I should pay to park outside my house.</p>
(13) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>This is completely unnecessary in our area. We do not suffer from the problem of an excess of cars parking in Sandhills instead of the Thornhill Park and Ride as suggested and simply enforcing the current restrictions would be enough to ensure this anyway. Instead it seems the council are going to charge us residents to park outside our own houses by bringing in permits and we will get nothing in return. If the council cannot enforce current restrictions then how are they more likely to enforce the new ones? I strongly object to this proposal.</p>

(14) Local Resident, (Oxford, Merewood Ave)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not believe there is an issue with parking in Sandhills and the measures proposed are unnecessary. The current restrictions in place are more than adequate and should be enforced properly. This would be better than spending money to setup a new system of parking and then charging the local residents for it.</p>
(15) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not believe there is an issue with parking in Sandhills and the measures proposed are not needed at all. The current double yellow lines in place are more than adequate. It would be better to focus more on making sure these are enforced properly. This would be better than spending money to setup a new system of parking and then charging the local residents for it.</p>
(16) Local Resident, (Oxford, Elton Close)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>I am broadly in support of what is proposed and appreciate the Council's efforts to address our concerns. However, there is one big concern which the proposals do not address - the problems associated with the school drop off and pick up. In fact, the proposed 2-hour waiting time would appear to be specifically there to allow the current arrangements to continue. I would point out that in the Council's own words, parking regulations "...also ensure that cars are not parked in inappropriate or unsafe places, thereby contributing to road safety and improvements to the street environment". The 2-hour waiting time goes contrary to this objective.</p> <p>The school drop off/pick up times not only create inconvenience for residents trying to get in/out of the Close, and inconsiderate parking eg across residents' driveways and in private parking spaces, but also create dangerous situations with cars parked on pavements, double parked, competing with pedestrians for access, etc. Drivers arrive earlier and earlier to try and secure a space, meaning that we have at least 30-45 minutes when the problem builds. There has failed to be sufficient policing over the years, and the substantial increase in the school intake has created the problem - when the houses were originally built, there were no such problems. It has previously been suggested that more use should be made of the free parking time allowed at the Thornhill P&R - it is only a short walk away from the school, and with a safe</p>

	<p>underpass to get across the dual carriageway.</p> <p>Until this issue is addressed by the Council, I do not believe the proposed regulations will stop "inappropriate or unsafe" parking during the school drop off/pick up.</p>
(17) Local Resident, (Oxford, Hosker Close)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I dont oppose double yellow lines at the entrance of Hosker Close due to safety. However, where I live limiting parking at the bottom of a cul de sac which has few available road parking spaces anyway means that there is no environmental benefit just detriment to residents who wish to have their families (many elderly) visit. There is no fair way to allocate permits even if purchased there is insufficient numbers of spaces to acquire and you could pay for a permit but still not have any possibility of getting a road space e.g. there are 2 road spaces from house no. 17 to 26 (12 houses). Many houses have driveways attached to their house for at least 3 cars but still use the road to avoid swopping cars. They should not be allowed visitor spaces. I am one of 2houses (16/18) that don't have a drive attached to our house so don't have this benefit. This is also a breach of our deeds which gave houses 18/20/22 who share an entry/exit from a shared drive (and have to allow access to each other) a visitor parking space next to a space in the turning circle which vehicles use to turn around in. I am in the middle of this shared drive whilst my neighbours have driveways attached to their house. No.24 runs a building firm from their address and despite having 2 driveways need to park vans in the road spaces/grass verge when they could use their builders' yard.</p> <p>I think we should be left to sort it between us and if the proposal goes ahead it needs to be needs tested. I already have less spaces than the vast majority of my neighbours and probably have the most visitors.</p>
(18) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>There is no need for a CPZ in Sandhills. I regularly park throughout Sandhills as I run errands, and I have never failed to park outside or close to the house I am visiting, including my own.</p> <p>The only real parking issues are in the Terrett Avenue area around the school, during pick up and drop off times. The CPZ has a 2 hour exemption, and so this issue will not be addressed by the CPZ.</p>

	<p>I have heard people complaining about other residents and contractors parking outside their houses, or parking badly, but this issue will not be addressed by the CPZ.</p> <p>Previous issues of Park and Ride users parking in Sandhills were much reduced when the P&R site was expanded a few years ago.</p> <p>Green Ridges is included in this scheme, despite there being no vehicular access between it and Sandhills. If there are parking issues in Green Ridges, it should be considered on its own as it does not affect Sandhills.</p> <p>If the CPZ does go ahead, students should not be prohibited from getting permits as proposed. There are no "issues" with students or their parking in Sandhills currently. They are human beings and just as entitled to mobility as anyone else living or visiting here.</p> <p>In summary, it's a bit like Brexit. People can see there are a few issues, but the proposed solution does nothing to tackle them, and will only end up costing us all money and make a few people feel good that they've changed something.</p>
(19) Local Resident, (Oxford, Hosker Close)	<p>CPZ - Object Additional Restrictions - Object</p> <p>Our road is not currently affected This proposal will have a negative effect on these roads that do not have a problem with parking I.e. those with permits will begin to park here I.e. double yellow lines will prevent guests/builders etc from parking outside our house It seems like every road has not been thought about individually</p>
(20) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I don't want to pay for a resident permit or for a permit for my parents to park when they come to say!!</p>
(21) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p>

	<p>I would support this proposal were it not for the time restrictions chosen, and the charging of residents for an obvious outcome of Thornhill Park and Ride's expansion by the council.</p> <p>I object on the following grounds:</p> <ol style="list-style-type: none"> 1. On the matter of excessive time restrictions: the period chosen of 8am to 8pm means that residents cannot have guests arrive before 6pm without the use of a guest permit. A normal working day ends at 5pm, so an evening event would often start before 6pm. I cannot see a scenario where non-residents would be arriving at 5pm and blocking parking by staying late; anyone going into Oxford for the evening would just arrive at 6pm instead. 2. On the matter of the £65 annual levy: the need for a CPZ has only arisen due to the Oxfordshire County council's decision to expand Thornhill Park and Ride. This is evidenced by the informal consultation's statements that Risinghurst (an area very similar to Sandhills in distance from Oxford and accessibility) does not require a CPZ. When this expansion was planned the council should have made provision for the impact this would have on nearby residential areas. The council is now attempting to charge residents to resolve an issue they have caused. The cost of administration and enforcement should be borne by Thornhill Park and Ride, as they are directly responsible for creating it.
(22) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>As a Sandhills resident, I have never been troubled by the parking on my road. If the new CPZ goes ahead, it will reduce parking opportunities for visitors to my home.</p>
(23) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I haven't had problems with parking. I wouldn't like having to apply for a permit to park on my street. This seems like a slippery slope for additional inconvenience and loss of rights.</p>
(24) Local Resident, (Oxford, Green Ridges)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p>

	<p>I live in Green Ridges in a cluster of houses, with parking bays. There are around 4 free parking bays on an average day, even in the evening, why would I want to spend £65 a year to park where I can currently easily find a space for free? The map puts the boundary as not including the section of Green Ridges where I live, however the written proposal includes all of Green Ridges, which I think is completely unfair. I object to Green Ridges being included in this CPZ.</p>
(25) Local Resident, (Oxford, Hill view)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I was looking forward to buying my first car, but there isn't enough space on the driveway so I would have to pay to park my car outside MY OWN house with an already tight budget. I would like to see proof and evidence to why we need controlled CPZ, please can you forward me your proof and evidence to why we need this. This will also make it harder for parents to drop off their children at the local school by car. Making this more dangerous for the children. A majority of the residents believe it's a money-making scheme. CPZ is simply not required in Sandhills however the school in Sandhills should offer better parking solutions for parents. This would then resolve any congestion at the top of Sandhills, seeming as we only have one exit and entrance. END OF!</p>
(26) Local Resident, (Oxford, Burdell Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>1) Firstly, I believe that there is inadequate reason to instigate these parking restrictions. At present, there is no issue with parking on Burdell Avenue, as there is no excessive car parking on the road that is not being used by homeowners. I believe instigating this restriction would only serve to penalise the current homeowners and residents of Sandhills rather than give any benefit to the area.</p> <p>2) Further to the first point, one of the extremely positive features about Sandhills, and a core reason that I purchased the house 2 years ago, was the accessibility and ease to park, with no restrictions. I believe that instigating these proposals would negatively influence the property market, in terms of selling and renting out, and once again cause financial implications to the homeowners only.</p> <p>3) In regards to the 'no waiting at any time' restrictions on the corner, as a house on the junction, this would disproportionately affect my house and leave the premise potentially with even less parking than is currently available. I would unquestionably require an order of how far these double yellow lines would extend.</p> <p>4) The proposal of a maximum of two permits per property is not appropriate. I believe there should not be a restriction on this, as within our address we have 3 cars.</p>

	<p>5) Further to point 4, the access to off-road parking in our property is limited and not wide enough for a car, and is disproportionately smaller than other properties on the road. In order to make suitable off-road parking, we would need to obtain planning permission, get council approval to drop a curb and pay for the labour and material associated with do this. This is timely and costly and is not a burden I wish to undertake at present. If you want to instigate this proposal, I would ask that you allow time and cover the costs of undertaking such works to provide suitable off road parking that our house is not affected more than most.</p> <p>6) In regards to the permits, I am unsure why residents should now be charged for their own permits of £65. This seems like a completely inappropriate way to further penalise residents of Sandhills, by up to £130/annum. Suffice to say, this proposal should not be made as a money-making scheme for the council.</p> <p>7) We have potential to have visitors in the form of childcare for our new-born. If only 50 visitor permits are allowed per year, this is completely inadequate to allow for childcare provisions.</p> <p>As summarised by all the above points, the proposals are completely inadequate, not in the best interest of the residents and disproportionately affect my household.</p>
(27) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not believe there is an issue with parking in Sandhills and the measures proposed are unnecessary. I believe that current restrictions in place are more than adequate, however, they are not enforced properly. I have never seen a parking attendant in Sandhills. It would be much better to enforce this than spending money to setup a new system of parking and then charging the local residents for it.</p>
(28) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not believe there is an issue with parking in Sandhills and the measures proposed are unnecessary. The current restrictions in place are more than adequate and should be enforced properly. This would be better than spending money to setup a new system of parking and then charging the local residents for it.</p>
(29) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p>

	I do not believe we have a particularly bad issue with people parking in my area. There is some regular illegal parking on double yellows near the entrance to the estate which could be better policed but other than that I do not have any issues with parking.
(30) Local Resident, (Oxford, Delbush Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>The three times restriction is very annoying for people living on Delbush Avenue as we do not get cars parking from Thornhill as the car park is much larger. The restrictions cause problems with our families visiting. They have to park down the road and keep moving their cars. Restrictions should be once a day not three times. If we have more restrictions it will cause more problems for residents and families. I don't want my family and friends getting unnecessary parking fines. I feel very strongly about this.</p>
(31) Local Resident, (Oxford, Hosker Close)	<p>CPZ - Object Additional Restrictions - Object</p> <p>This feels like a move that doesn't need to affect our road, this should be a 'one size' fits all situation. There is no explanation as to why Hosker Close needs to be affected, and more importantly there is no reason for it to be affected.</p>
(32) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>There is no need to a CPZ in Terrett Ave. We have no concerns with parking on our street, there are always spaces free for visitors. Prior to the expansion of the park and ride, there occasionally were a few people parking at the top of the street but this is no longer an issue. Having visitor parking permits would be an unnecessary expense and inconvenience, for no benefit.</p>
(33) Local Resident, (Oxford, Sweet Green Close)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>Gives other permit holders an excuse to park outside of our house directly by the front door; if we don't get a permit, we</p>

	<p>no longer can park any cars from this household outside of our house. We are unable to afford to pay for permits for 2+ cars that people in our house own, so we would be unable to park lawfully by our house. It will make having visitors difficult, as well.</p>
(34) Local Resident, (Oxford, Burdell Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not necessarily believe on-street parking by commuters/those going on holiday using the Thornhill P&R buses/coaches will increase following the Covid-19 outbreak. Currently the automated sign at the P&R indicates a high number of parking spaces. However, if it is decided to implement the CPZ on Sandhills - and NOT the Waterways area or Marston North area as mentioned in your notices, which surely makes your Order obsolete - the CPZ will only ever work if it is monitored on a daily basis. Does the proposed change at the junction of Burdell Avenue with Merewood Avenue to a No Waiting at Any Time with double yellow lines, also mean that vehicles will no longer be permitted to use the space outside of the shop as a car park? Invariably it is difficult to see clearly when turning left out of Burdell Avenue into Merewood Avenue. Your consultation page states "The development of Controlled Parking Zones) CPZs is a key element of the County Council's Parking Strategy, and forms part of action plans to tackle the problems of congestion identified for Oxford, as well as to improve air quality They also ensure that cars are not parked in inappropriate or unsafe places, thereby contributing to road safety and improvements to the street environment". I understand permit charges are used to fund parking enforcement, but see vehicles parked on double yellow lines in Windmill Road, Headington outside the shops and at the top of Stile Road opposite the Co-op on a daily basis. What I do not see is any parking enforcement taking place and this is what I believe will happen on Sandhills. Residents will be paying for a service which may well not be met.</p>
(35) Local Resident, (Oxford, Merewood Ave)	<p>CPZ - Object Additional Restrictions - Object</p> <p>There are no issues with commuters parking in our area at all. The parking restrictions will impose an additional issue to locals. People are parking here to drop off kids at school, we have friends visiting us and parking on the streets. Many households need to have more than one car but don't have space to park them in the front garden, so they park on the street.</p> <p>We are not even inside the Oxford ring road but would need to pay additional fees for parking! What the point even to</p>

	stay in Oxford? The local community is very disappointed in Oxford City Council and its lack of support.
(36) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Support</p> <p>Have no issues with the current parking arrangements and traffic in the area and think it's needless to have to pay for a permit for a family and friends to visit for just an evening.</p>
(37) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>We strongly object to the parking restriction being extended (Double yellow lines) along Merewood Avenue To the junction of Hosker Close. The reason being this will prevent any visitors to our premises and even with a parking permit /visitors pass they would not be able to park outside our house.</p> <p>The single yellow and 3x 2 Hour parking time slot restrictions as per current Controls is sufficient in controlling the parking issues cause by the park and ride. This control has been in place for a number of years with no issues.</p> <p>The issues for overflow parking on the estate is only on certain roads/ areas so target those area with controls rather blanket controls of the whole estate.</p>
(38) Local Resident, (Oxford, Burdell Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>1) Firstly, I believe that there is inadequate reason to instigate these parking restrictions. At present, there is no issue with parking on Burdell Avenue, as there is no excessive car parking on the road that is not being used by homeowners. I believe instigating this restriction would only serve to penalise the current homeowners and residents of Sandhills rather than give any benefit to the area.</p> <p>2) Further to the first point, one of the extremely positive features about Sandhills, and a core reason that I purchased the house 2 years ago, was the accessibility and ease to park, with no restrictions. I believe that instigating these proposals would negatively influence the property market, in terms of selling and renting out, and once again cause financial</p>

	<p>implications to the homeowners only.</p> <p>3) In regard to the 'no waiting at any time' restrictions on the corner, as a house on the junction, this would disproportionately affect my house and leave the premise potentially with even less parking than is currently available. I would unquestionably require an order of how far these double yellow lines would extend.</p> <p>4) The proposal of a maximum of two permits per property is not appropriate. I believe there should not be a restriction on this, as within our address we have 3 cars.</p> <p>5) Further to point 4, the access to off-road parking in our property is limited and not wide enough for a car and is disproportionately smaller than other properties on the road. In order to make suitable off-road parking, we would need to obtain planning permission, get council approval to drop a curb and pay for the labour and material associated with do this. This is timely and costly and is not a burden I wish to undertake at present. If you want to instigate this proposal, I would ask that you allow time and cover the costs of undertaking such works to provide suitable off-road parking that our house is not affected more than most.</p> <p>6) In regard to the permits, I am unsure why residents should now be charged for their own permits of £65. This seems like a completely inappropriate way to further penalise residents of Sandhills, by up to £130/annum. Suffice to say, this proposal should not be made as a money-making scheme for the council.</p> <p>7) We have potential to have visitors in the form of childcare for our new-born. If only 50 visitor permits are allowed per year, this is completely inadequate to allow for childcare provisions.</p>
(39) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object</p> <p>Additional Restrictions - Object</p> <p>I have reviewed the parking changes proposed for Sandhills. I have lived in my home in Sandhills for 40 years and experienced the parking problems in our streets caused by the Park and Ride car park and visitors parking their cars round the estate to avoid paying for parking pre and post the introduction of yellow lines. The points I make in this email refer only to the section of Merewood Avenue between Delbush Avenue and Burdell Avenue. The reason for the introduction of parking restrictions in the first place remain unchanged today.</p> <p>Prior to the imposition of the yellow line restrictions parking was a free for all, a situation which was stopped by the introduction of the current parking restrictions. Parked cars were regularly towed away because residents were unable to get their cars out of their drives and emergency vehicles unable to move round the estate because the roads are too narrow when cars are parked in the road. The position of driveways in the afore said section of the road leaves very little space for on street parking without blocking the access to and from these drives and the rest of the estate. If cars are parked opposite my driveway I am unable to get my car in or out of my drive because the road is so narrow.</p>

	<p>I live on Merewood Avenue which is very close to the beginning of Merewood Avenue. On entry to the estate cars are restricted to 20miles per hour. Few cars observe this speed restriction. I foresee that the potential for accidents will be increased because cars will be parked in this section of the road which is currently protected by the yellow lines since it is the first point for parking and closest to the park and ride. Children cross the road at this point to get to the local school. Access for emergency and service vehicles may also be restricted.</p> <p>The proposed parking changes have the potential for making entry to and exit from house driveways very difficult for residents. This could lead to even more front gardens changed to off street parking areas. The residents of this first section of Merewood Avenue are used to being unable to use on street parking because of the narrow road and the position of driveway entrances. Parking half on and half off the road blocks the footpath on one side of the road and trees on the verges prevent parking on the opposite side. Using the pavement when cars are parked on the footpath makes walking with a buggy impossible. I am absolutely in opposition for the conversion of green verges into parking areas and the resulting effect on the environment.</p> <p>I feel strongly that the existing single yellow lines and the parking restriction that apply at the moment should be retained as they are. This would prevent overnight parking in this very vulnerable section of the road. If leaving these restrictions in place causes problems with signage, then lengthening the double yellow lines on both sides of the road where single yellow lines are currently should be considered. I quote Antony Kirkwood's email to Glynis Phillips sent on the 29th May here "If there any (sic) lengths of the existing single yellow lines that you feel could usefully be changed to no waiting at any time, we can include these as part of the proposals".</p>
(40) Local Resident, (Oxford)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I have read through this and can see as proof that a majority do not approve CPZ! Simple then. It's clearly not required. Well, unless you have actual proof of that it is required.</p> <p>Looking at all the other locations you are hoping to make revenue on, it doesn't look like everyone supports your scheme either.</p> <p>Once again, I am happy to pop in and help you resolve some issues. And I don't even charge, so you would save a fortune on all those silly signs, admin and enforcing this.</p> <p>Out of interest, do any of you actually live in Sandhills?</p>

	<p>As you said, this is "supported by both Oxfordshire County Council and Oxford City Council"</p> <p>NOT THE RESIDENTS.</p> <p>But no one will listen, even if I come on the 8th October Just as you previously asked us to vote, which clearly hasn't been understood by yourselves. We voted a majority against! I live here and know where there is literally a tiny pocket of a problem, which I can help you resolve.</p>
(41) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Neither/Concerns Additional Restrictions - Support</p> <p>Support Double Yellow Lines as the roads are already so narrow thus parking on the street is a hazard.</p> <p>Don't agree with CPZ as residents already pay hefty Council Tax. Having to pay for CPZ is burdensome on finances. (Why can't council tax pay for this???) Oxfordshire staff don't receive Oxford Waiting like London Waiting</p>
(42) Local Resident, (Oxford, Cavendish Drive)	<p>CPZ - Support Additional Restrictions - Support</p> <p>We need to get people out of their cars and onto public transport, cycling and walking. The more parking restrictions and enforcement the better.</p>
(43) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Often, especially after school, cars are parked on the double-yellow lines and on the pavement making it difficult for pedestrians to walk past them, while other vehicles drive at high speeds, putting school children and others in danger.</p>
(44) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Support Additional Restrictions - Support</p>

	I support the proposals as, particularly during school term time, it is often impossible to enter or exit my own driveway as it is being blocked.
(45) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>we are fed up with people leaving vars long term outside our house while going away for holidays and leaving us and neighbours with difficult access to our driveways. People also use it short term for day trips into oxford and /or London.</p>
(46) Local Resident, (Oxford, Bursill Close)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I live in Bursill Close, which is the only road/close in Sandhills that has no footpath whatsoever, plus the road is quite narrow, not suitable for parking Thornhill P&R users plus residents from other streets regularly park here and make entering and exiting driveways either very difficult or impossible added to the fact that we have to walk on the road to get out of the close makes this very hazardous.</p> <p>as we have plenty of off-street parking (large driveways) Bursill would benefit double yellow lines throughout with the possibility of timed parking on the entrance to the close where there are no driveways.</p>
(47) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I fully agree with the proposal. The sooner the better.</p>
(48) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Concern about non-residents parking here to avoid costs at Thornhill park and ride once workplaces are open again following the coronavirus pandemic</p>

(49) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>The proposed parking changes will reduce congestion and also prevent people from parking their vehicles in Sandhill instead of at the Thornhill Park and Ride.</p> <p>It is also important that the current double yellow lines and the zig zag lines in front of the school are enforced. At school drop off time the parents ignore all parking restrictions and some sit in their cars with idling engines. The parked cars make it dangerous for the children crossing the road and pedestrians cannot walk on the pavements as the cars are parked on them.</p> <p>Please also consider extending the double yellow lines at the topmost southerly aspect of Terrett Avenue. Cars are parked there and as drivers come around the corner they cannot see oncoming cars. There have been several near misses. Cars are also often left there by people using buses from Thornhill P&R.</p>
(50) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Commuters choose to park in Sandhills instead of the Thornhill Park and Ride due to there being no fee. This increases the traffic in Sandhills and takes up the parking spaces available for the residents.</p>
(51) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Too many people parking irresponsibly</p>
(52) Local Resident, (Oxford, Delbush Avenue)	<p>CPZ - Support Additional Restrictions - Support</p>

	To stop long term parking from people who commute and holidaymakers.
(53) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Too many people park outside our house, some leaving it for 2 weeks or more ferrying their suitcases up the road, clearly going on holiday, people parking outside our house, getting their bikes out peddling off leaving it there all day, people parking over the drive, blocking the drive.</p>
(54) Local Resident, (Oxford, Elton Close)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I support the proposed restrictions because the roads can get very congested and some people who do not live in Sandhills take advantage of the parking spaces parking their cars even for 2 weeks.</p>
(56) Local Resident, (Oxford, Hill View)	<p>CPZ - Object Additional Restrictions - Object</p> <p>The original consultation, now deemed an "informal" consultation, showed a majority of residents responding were against having the CPZ scheme in Sandhills. That should have been respected as a democratic decision.</p> <p>MAIN OBJECTION It will result in a significant loss of trees, green verges and front garden carbon capture as has happened already where residents have opened up their front gardens and concreted the drive and pavement for parking access to accommodate vehicles off the road. This will destroy the present tree lined avenues on the estate. The making of every ton of concrete generates 1.25 tons of carbon emissions and concrete and cement manufacture is the fifth greatest contributor to global warming.</p> <p>It will also restrict visitors to the house.</p> <p>Before Covid 19 I rented Monday to Friday to 2 women, many of them hospital staff. Their main homes were a long</p>

	commute out of Oxford. They parked outside the house on the road as my drive is too narrow. They then cycled, walked or bussed into work leaving their cars outside my home and driving them back to their homes for the weekends on Friday. This will now not be possible for two cars. This provided them with reasonable accommodation.
(57) Local Resident, (Oxford, Sweet Green Close)	<p>CPZ - Object Additional Restrictions – Neither/Concerns</p> <p>This proposed change would cause problems for residents and visitors of residents.</p>
(58) Local Resident, (Oxford, Sweet Green Close)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>Sweet Green Close is a very narrow cul-de-sac full of cars of local residents. Any additional parking permit for non-residents will cause serious problems for all people, an ambulance service, the delivery of building materials and other goods and services.</p> <p>In addition, parking spaces on people house deeds should be taken into account. I can't see any benefits of these proposals. They don't enforce any of the current restrictions.</p>
(59) Local Resident, (Oxford, Burdell Avenue)	<p>CPZ - Support Additional Restrictions – Support</p> <p>I am generally in favour of the proposed CPZ to limit parking on the Sandhills Estate. I am also in agreement with the extension to the double yellow lines on Merewood, Delbush and Burdell Avenues. There is a current issue with cars parking on the existing locations of yellow lines which make exiting Delbush and Burdell Avenues via Merewood Avenue hazardous at times. This issue will only be resolved if this type of illegal parking is policed regularly by the appropriate authority.</p> <p>As the roads on Sandhills are narrow, I would not want this to be used as a reason for cars to be parked straddling pavements or in particular on the grass verges which are a characteristic of the Sandhills Estate. I trust this will not be a feature of the CPZ and would request that Notices are displayed accordingly to ideally prevent, or at the very least discourage, this from happening</p>

(60) Local Resident, (Oxford, unkown)	<p>CPZ - Object Additional Restrictions – Object</p> <p>I have lived on the Sandhills estate for over twenty years and I like that it is a sleepy suburb of the city of Oxford. Over the years, there has been the occasional incident of inappropriate or anti-social parking but, taken over a long view, I don't find that it concerns or inconveniences me very much, if at all.</p> <p>Much of the congestion and bad parking occurs for a very short period when children are delivered and collected from the nearby school. I don't think a CPZ is going to alleviate that traffic.</p> <p>Those who park their cars in Sandhills to catch a bus from the P&R to go shopping or park for several days to get a coach to the airports to go on holiday would affect me in particular as I live where the yellow lines end and motorists are more likely to park but, in fact, I do not find it troublesome if the vehicle concerned has been parked to allow me access to my drive. In any case, I feel it is kind to be friendly to motorists who, for the most part these days are exploited and disparaged. I am a motorist myself (although I don't drive much these days) and on the occasions that I travel to visit friends or attend a church service, I am gladdened to be able to park my car nearby without feeling that I am being victimized: I cannot, without being hypocritical, wish for ease of parking for myself without extending that courtesy to other motorists who come to my area.</p> <p>I would very much not like to see Sandhills become a Controlled Parking Zone. Although the estate is not beautiful, it has a certain charm, and I believe the installation of more unsightly street furniture will be to the detriment of the estate; and then there is the painting of lines all over the roads which, in my view, will be appalling.</p> <p>I am not a town planner and I don't have data to support my hunch, nevertheless, I firmly believe that having a CPZ will do little to alleviate parking on the estate. It will mostly regulate those who will be entitled to park there anyway and, with parking wardens arriving to patrol the area, in a car or on a motorcycle (what irony!) it will make a quiet area more busy unnecessarily and, I fear, create a sense of unease. I also fear that it will cause such tremendous inconvenience to residents as to far outweigh any perceived benefits</p> <p>It is difficult to view this scheme as little more than a cynical way to generate cash with very little, and in my view, no benefit to residents of Sandhills. Clearly there is a need for parking in and around Oxford and I think the Council would be</p>

	<p>far better to extend Thornhill P&R car park and to include long-term parking for holidaymakers. Incidentally, it would be useful to co-ordinate this with an encouragement to the bus companies to extend their services. When I moved to Sandhills, six 400 buses an hour left the P&R to the city centre and Seacourt; when the car park was vastly extended, the buses were reduced to four an hour – this seems like absurd logic to me. I'm not sure of the current timetable since, more recently, the buses have been so unreliable that they seem to turn up only when they feel like it.</p> <p>In the future, things may change, and it may become that a CPZ is a viable option for the area but, for now, please leave Sandhills alone to remain the quiet little estate that we residents love without all the fuss that controlled parking entails.</p>
(61) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ – Neither/Concerns Additional Restrictions – Neither/Concerns</p> <p>Merewood Avenue is a narrow road, as are some others nearby, and if people park cars entirely on the road there is often difficulty for other traffic to pass by. Especially this is true with large delivery vehicles (which are becoming more frequent due to Covid-19) and also emergency vehicles such as ambulances and fire engines.</p> <p>It is understandably difficult when builders' vans have to be parked for long periods because work is being done on one or more of the houses.</p> <p>We understand that parking bays will not be provided, and that restriction will simply be achieved by notices at intervals that parking for more than two hours is restricted to those holding residents' or visitors' permits. That is good. Because many houses now have double parking spaces in what were once front gardens, there are few places where parking bays could be provided without blocking access to houses.</p> <p>This all means that it is best if, subject to the restriction to permit holders, parking continues informally to happen with cars parked partly overlapping green verges without blocking pavements.</p> <p>We ask that suitable instructions accordingly to be given to any traffic wardens to use sensible discretion, and not for parking to be allowed only on the road surface – which would be detrimental to the convenience of all householders when driving and of those coming to their houses.</p> <p>Of course, if the proposed development of the Bayswater Farm field adjoining Sandhills is not stopped – which it certainly should be after all the latest publicity about the urgency of protecting the environment – the parking situation in Sandhills will be even more compromised by the amount of construction traffic, both heavy and light, wanting to use Burdell</p>

	<p>Avenue. That will have an immediate effect on the freedom for residents to use whatever permits they have, and greatly increase the likelihood of accidents to people and vehicles. That is likely to have a knock-on effect on Merewood Avenue and other nearby roads. Children walking to Sandhills School to and from Barton or our part of Sandhills will be particularly vulnerable. It is unlikely to be short-term or incidental.</p>
(62) Local Resident, (Oxford, Sweet Green Close)	<p>CPZ - Object Additional Restrictions – Object</p> <p>I am writing to express my objection to these proposals. Sweet Green Close is a very narrow cul-de-sac full of cars of local residents. Any additional parking permit for non-residents will cause serious problems for all people, an ambulance service, the delivery of building materials and other goods and services.</p> <p>In addition, parking spaces on people house deeds should be taken into account. I can't see any benefits of these proposals. They don't enforce any of the current restrictions.</p>

Division(s): Marston and Northway

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020

OXFORD – MARSTON NORTH: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Marston North area, but with the times and days of week of the CPZ restrictions in Horseman Close, Clay Close, Jessops Close and Dents Close being amended so as to align with those for the other parts of the CPZ.

Executive summary

2. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents the responses to a formal consultation on a new CPZ in the Marston North area (previously referred to as the New Marston area).

Introduction

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:
 - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
 - Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
 - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.
4. CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.

Background

5. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, when it was agreed to use capital funding, together with contributions secured from development to deliver this programme.

Formal Consultation

6. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 19 August and 18 September 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. A letter was sent directly to approximately 1065 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
7. 158 responses were received during the formal consultation (an approximate response rate of 15%). These are summarised in the tables below:

Response to CPZ	Businesses / other organisations	Residents	Overall Percentage
Object	2	91	93 (57%)
Support	-	45	45 (29%)
Neither/Concerns	1	19	20 (14%)
No Opinion	-	-	0%
<i>Total</i>	<i>3</i>	<i>155</i>	<i>158 (100%)</i>

8. The above table is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and, similarly, some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of local responses by road:

Road	Object	Support	Neither / No opinion	Total
Arlington Drive	4	4	1	9
Ashlong Road	8	1	-	9
Beechey Avenue	1	4	-	5
Broughton Close	1	-	-	1
Cavendish Drive	1	1	-	2

Cherwell Drive	3	1	-	4
Clays Close	12	1	-	13
Cotswold Crescent	-	1	-	1
Cromwell Close	-	1	-	1
Cuddesdon Way	1	-	-	1
Elms Drive	6	-	2	8
Ewin Close	1	2	-	3
Fairfax Avenue	-	4	-	4
Fane Road	2	-	1	3
Gordon Close	-	3	-	3
Haynes Road	3	-	-	3
Horseman Close	16	2	4	22
Jessops Close	3	-	-	3
Lewell Avenue	-	2	1	3
Marsh Lane	5	-	-	5
Mortimer Drive	5	1	-	6
Nicholas Avenue	-	3	-	3
Ouseley Close	1	-	-	1
Oxford Road	1	8	5	14
Ponds Lane	-	-	2	2
Raymund Road	7	1	-	8
Rippington Drive	2	3	-	5
Salford Road	2	-	-	2
Stanley Road	-	1	-	1
The Croft	-	-	1	1
Windsor Crescent	2	1	1	4
<i>non-Oxford</i>	3	-	-	3
<i>unknown</i>	3	-	1	4
Total	93	45	19	157

9. The table below summarises the main issues raised by members of the public expressing an objection or raising a concern. As respondents in several cases cited more than one concern, the totals below are greater than the number of such respondents:

Objection/Concern	Reason	Number
1. Need for / Effectiveness	CPZ not needed as parking for residents not an issue.	56
	CPZ should operate during working hours Monday to Friday 9am - 5pm.	2
	Concerns regarding minimal impact scheme.	2
	Effectiveness of CPZ at school pick up/drop off times.	8
	Old Marston Village should be included.	1
	Oxford Road should be included.	1
	Windsor Crescent should be included.	1
	Different restrictions needed for Ewin Close.	1
2. Cost of Permits	Residents having to pay to park.	29
	Having to pay for visitors.	3
3. Permit Eligibility	Maximum number of permits per property (2) is too low.	6
	Maximum number of visitor permits is too low.	11
	Contractor permits need greater flexibility.	2
	Visitor permits are too restrictive (i.e. short stay needs).	1
	Clays Close too restrictive.	3
4. Parking Provision	Horseman Close & Dents Close too restrictive.	18
	Restrictions would affect parking availability for customers.	2
	Restrictions would affect parking availability for residents.	12
	Restrictions would affect parking availability for visitors.	9
	Concerns over displaced parking.	3
	Concerns over Non-residents parking in private roads/areas.	4
	Concerns over parking in Elms Drive (current Access Only)	6
	More residents' vehicles are remaining during day (home working).	5
	Possible lack of enforcement.	4
	Better enforcement of existing restrictions is solution.	2
5. Enforcement Concerns	Environmental impact on area i.e. additional private parking created/verge parking.	7
	Safety concerns regarding parked vehicles	2

10. The individual responses are shown at Annex 2. Copies of the original responses are available for inspection by County Councillors.

11. Thames Valley Police did not object citing the fact that the burden on enforcement would not fall on them.
12. The remaining responses were from members of the public, with those expressing an objection or citing concerns raising issues covering: the overall need for and associated effectiveness of a controlled parking scheme in the area, the cost of permits for both residents & their visitors, the number of permits residents would be eligible for, the potentially adverse effect on parking availability of residents & visitors, current and possible lack of enforcement activity as well as potential local environmental & safety concerns.
13. The overwhelming majority of objections raised by residents queried the actual need for controlled parking in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above, it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from adjacent CPZs, as well as the anticipated increase in issues arising from the potential parking pressures from the Swan School on Marston Ferry Road. While accepting that some parts of the area are more pressured than others and that not all roads within the area might be directly impacted by this, not including all roads within the proposed zone could lead to later problems of potentially displaced parking having a far greater effect on any road that was not part of the scheme.
14. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits (specifically the visitor allocation) available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, consistent with many other CPZs.
15. A number of residents also highlighted the issue that, due to the current covid19 pandemic, a larger percentage of residents – who would ‘normally’ drive to work - would in fact now be remaining at home during the day (i.e. during the hours of operation) and would, therefore, be required to purchase a permit.
16. Residents of Horseman Close & those leading directly off of it questioned the proposals for residents’ permit parking at all times on all days of the week, citing that they were too restrictive for them, specifically suggesting it would hit them and their visitors harder i.e. by not having any shared parking provision. In view of these concerns it is agreed that the times and days of week for the CPZ restrictions in Horseman Close, Clay Close, Jessops Close and Dents Close should be amended so as to align with those for the other parts of the proposed CPZ.

17. Responses from those living in Old Marston Village, Oxford Road & Windsor Crescent suggested that they should be included within the CPZ area due to their proximity to the scheme and the potential for displaced parking. Whilst residents of Elms Drive were unsure how the proposed scheme would fit with the existing prohibition to vehicles (except for access), fearing that they would witness an increase in parking from residents from other roads within the zone.
18. Noting the above, proposals for a CPZ in the part of the Old Marston area not included in the current proposals will be taken forward subject to funding being available. Specifically, with reference to Windsor Crescent this road had not been included in the original notice of the proposal but had been included in the current proposals.
19. Concerns were also raised in respect to the proposed additional parking restrictions and their potential impact on parking availability for residents and their visitors. Officers will review the scope to make minor amendments to accommodate any suggested changes and should clear and obvious issues arise then additional measures could be investigated as appropriate.
20. In terms of concerns raised about the possibility of non-residents parking on the areas of private/allocated parking or within private roads, although outside of the direct remit of the county council and difficult to accurately predict, officers will monitor any potential adverse effects on these areas and look to take appropriate action if necessary.
21. Some residents expressed concerns that rather than introducing additional measures, the existing parking restrictions would be adequate given proper enforcement priority. Enforcement concerns are noted and residents are encouraged to report vehicles contravening the local parking restriction but the existing restrictions are not considered to be effective at controlling the levels of non-residential parking seen in roads within the area. Noting the concerns raised about enforcement of any proposed and more stringent restrictions, any new CPZ will see levels of enforcement similar to that of existing areas, with patrols at least twice daily and extra resource during the early periods of implementation or when required.
22. Queries were also raised about the effectiveness of 'minimum impact' style measures, citing that the lack of signs & lines within the scheme could result in a higher level of non-compliance. With the recent implementation of a number of these sorts of scheme across the City, officers are confident that a balance between creating an effective well-designed scheme, whilst minimising the amount of street furniture and associated costs has been appropriately struck. Officers will review and then consider any specific suggestions for minor adjustments raised during the consultation.
23. In terms of the concerns raised regarding safety (especially in relation to school pupils) the proposed additional parking restrictions and the restriction on non-residential parking should help ensure that junctions are kept clear and the number of vehicles parked within the area kept at a minimum.

24. Concerns regarding the impact on the local area in terms of potential increase in residential development for private parking and increased parking on green spaces and verges were mentioned by a small number of residents.

Monitoring and evaluation

25. It is suggested that scheme, if approved, be reviewed approximately 12 months after the implementation.

How the Project supports LTP4 Objectives

26. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, encourage the use of sustainable transport modes and support the delivery of wider transport initiatives, such as Connecting Oxford.

Financial and Staff Implications (including Revenue)

27. Funding for the proposed CPZ has been provided from the County Council's Capital Programme and from developer contributions

Equalities Implications

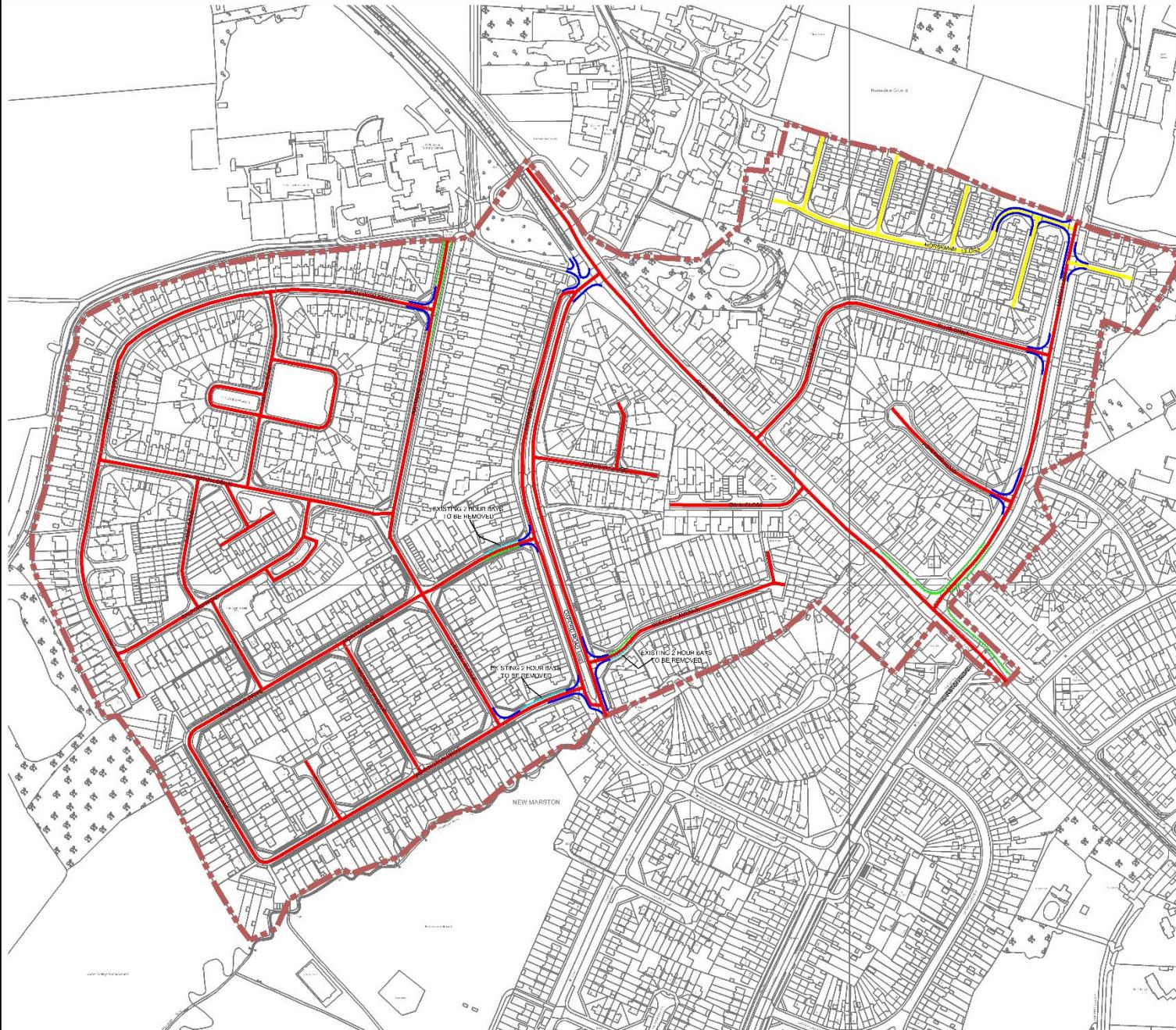
28. No equalities implications have been identified in respect of the proposals.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed Controlled Parking Zone
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Jim Whiting 07584 581187

October 2020

		<p>Drawing No. WW/CPZ/2020/001 Revision 0</p> <p>KEY</p> <ul style="list-style-type: none"> Zone Boundary Permit holders (Zone addresses's) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am to 5pm Monday to Friday with No return within 2 hours. Permit holders (Zone addresses's) at all times Existing 'No waiting at anytime' (double yellow lines) to remain. Existing No Waiting (single yellow lines) to remain. Existing Limited waiting Mon - Fri, 10am - 4pm, 2 hours max stay to be removed as 2 hour free parking is permitted over whole zone. <p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THAT FOLLOWING SIGNIFICANT RESIDUAL RISKS:</p> <p>CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)</p> <p>Maintenance/Cleaning (ENTER 'NONE' IF APPLICABLE)</p> <p>Use (ENTER 'NONE' IF APPLICABLE)</p> <p>Decommissioning/Demolition (ENTER 'NONE' IF APPLICABLE)</p> <p>© Crown Copyright and Database rights 10023343 2017</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Owen Jenkins Director for Infrastructure & the Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 319 1111</p> <p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Project title - NEW MARSTON (OXFORD)</p> <p>Drawing title PROPOSED CONTROLLED PARKING ZONE</p> <p>Drawing Status</p> <table border="1"> <thead> <tr> <th>Scale @ A3</th> <th>Drawn by JW</th> <th>Checked by</th> <th>Approved by</th> </tr> </thead> <tbody> <tr> <td>N.T.S</td> <td>Date drawn 21.07.20</td> <td>Date checked</td> <td>Date approved</td> </tr> </tbody> </table> <p>Oxfordshire Project No. & File Ref</p> <p>Drawing No. WW/CPZ/2020/001 Revision 0</p>		Rev.	Date	Purpose of revision	Drawn	Checked	Approved							Scale @ A3	Drawn by JW	Checked by	Approved by	N.T.S	Date drawn 21.07.20	Date checked	Date approved
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – these restrictions place no burden upon Thames Valley Police in terms of enforcement.</p>
(2) Local Resident, (Oxford, Cherwell Drive)	<p>Object - The initial consultation a CPZ in the Marston North area returned a majority response opposing the proposal so there is no valid reason that OCC to proceed with this plan. Residents in the area are generally content with the parking situation as there is very little commuter parking in this area. The only reason for this CPZ is for OCC to charge residents to park outside of their properties.</p> <p>I give notice to OCC that regardless of whether or not a CPZ is imposed I will continue to park in front of my property without purchasing any permit. I understand that I have an established right, under law, to continue to park on Cherwell Drive without any purchased permit.</p>
(3) Local Resident, (Oxford, Elms Drive)	<p>Object - 1. Elms Drive is a no access road, and yet is used daily by cars cutting through from Marsh Lane to Cherwell Drive, or by drivers parking at the ends of the drive. Cars should not be driving through or parking here at all. Many of them speed, and with an increasing population of young children + elderly or disabled residents, there is a real risk of accident. Creating a CPZ will simply increase the traffic in the road, as cars drive through to park, and therefore increase the risk to children and elderly/disabled. As I write to you now, in the last 5 minutes, 8 cars have gone past my door at speed. This will only increase when schools reopen.</p> <p>2. By creating permits only in Horseman Close and Dents Close on all days, traffic from sports events will be pushed into Elms Drive and Ashlong Road. We already have problems with people parking and making it hard for emergency vehicles to pass. Anyone with a permit for the area will be able to park here all day, which means that Saturdays and Sundays will see cars parked along the road for kid's football, adult sport at Oxsrad, etc - and driving through.</p> <p>3. No bay markings will lead to cars parked across driveway access, parked on both sides thus narrowing the road dangerously and blocking entry and exit from driveways. It is ridiculous to assume that reduced 'sign and line clutter' will mean people park sensibly. It pushes the problem into the hands of residents, who could end up stuck on their own road. Allowing any car to park anywhere for 2 hours, without guarantee of enforcement, is ridiculous.</p>

	<p>4. What is the proposed means of enforcement, given that the no access rule has been flouted for years without any real change? I'm a disabled driver and have frequently seen violations of blue badge bays around Oxford, and yet nothing is done. The council has not shown itself able to reliably enforce existing parking rules.</p> <p>5. The cost is past to residents who oppose this measure and will not benefit from it. £65p/annum+ is an unacceptable additional cost for households.</p>
(4) Local Resident, (Oxford, Fane Road)	<p>Object - The people parking on this street currently are mainly residents. It won't increase the number of available parking spots but we'll have to pay for a permit anyway.</p>
(5) Local Resident, (Oxford, Marsh Lane)	<p>Object - Residents who live on Marsh Lane and back onto Horseman Close have no off-street parking. We have no choice but to pay for permits. We do not have issues with non-resident parking and the weekend "football" parking has stopped since the double yellow lines have been installed on Horseman Close. I feel this is an unnecessary measure causing inconvenience to residents rather than helping them. We do not have an issue with hospital or commuter parking as we are simply too far away from those facilities. This proposal will result in misuse of front gardens and grass verge damage as residents and their visitors attempt to avoid parking on the road. The parking issues where Elms Drive meets Marsh Lane have stopped as the expanded cycle track has meant that end of the road is too narrow to park on by either residents or non-residents. I am very much against this proposal as it offers no advantages, if this is to go ahead, please exclude Horseman Close or better still just do not implement this CPZ at all.</p>
(6) Local Resident, (Oxford, Cavendish Drive)	<p>Object - There are no problems in the area of our road and the immediate surroundings and the two-hour visitor wait time proposed, although a sensible thing in itself, will therefore not remove the main cause of congestion which is the school run twice a day. Outside of these times parking on the street is not an issue and so there is no reason to have a control other than for you to generate revenue from parking permits and guest passes.</p> <p>I also strongly object to your rule about only one car per person. We have a two car household which is essential for our working requirements but I own both cars so I have to make an unnecessary choice on which one gets the permit or transfer one of the cars to another person's ownership which is an insult to my right to own two cars. I can just about understand a two car limit per household but putting further restrictions on who owns these two cars is an unnecessary imposition designed as bureaucratic overreach.</p> <p>This is wholly unnecessary proposal and a revenue generating venture by the council at a time of already stretched</p>

	family budgets created by overzealous civil servants. There is no evidence that you have published to justify this imposition.
(7) Local Resident, (Oxford, Horseman Close)	<p>Object - In my nine years of being resident in the area, neither me nor my partner experienced any problems with parking. My neighbours indicated that availability of parking has not been an issue. Thus, I object paying charges to solve the problem, which does not exist to the best of my knowledge.</p> <p>Council should consider publishing evidence (e.g. aggregate outcomes from the previous and this consultation) for justification of parking restrictions. Given the lack of evidence, we will seek to obtain all related information according Freedom of Information Act.</p>
(8) Local Resident, (Oxford, Clays Close)	<p>Object - I really don't see that there is an issue with other people parking here. If however other roads are made into permit parking areas then it may cause people to park here instead. At present you may get the odd car parked but I don't see it hurts anyone. There's a small number of people who have lived here from when the houses were built which feel they own all of the land around there property along with the road outside and have nothing better to do than complain. You can occasionally see the odd sternly written note on a car! We don't have the luxury of a drive-way and our only choice for parking is on the road, it is very rare that you can't find a space.</p>
(9) Local Resident, (Oxford, Ashlong Road)	<p>Object - We rarely have a problem with people parking unnecessarily in Ashlong Road. It is mainly the top of the road that people may park to use the shops on Cherwell Drive. We therefore do not feel we need to pay for a parking permit when it is not needed. Our car is nearly always parked outside our house as we cycle to work and school during the week. The cars that are parked in Ashlong Road are mainly residents' cars or people visiting residents. We don't have a problem, down our end of the cul-de-sac, of people parking and leaving their cars there all day for work.</p>
(10) Local Resident, (Oxford, Horseman Close)	<p>Object - This CPZ is unnecessary, we do not have a parking problem. This is a totally unnecessary intervention by the council for no good reason. The Swan school has not yet opened so claiming it will cause traffic problems is purely guesswork and should not be part of the already poor justification for this.</p> <p>There is no commuter parking problem in Horseman Close at present. If you want to reduce the commuter parking problem (if there is one) I suggest removing the recently imposed parking charges at Court Place Farm and expanding</p>

	<p>the parking there so that it is available for commuters who will then not be commuting inside the city by car as stated in the justification for this. Another Park and Ride outside the ring-road alongside the Barton Park development would improve the situation and allow workers from the JR to have a local Park and Ride location. This would remove most commuter pressure from this area as the JR is the only large local employer near Marston.</p> <p>However If an unwanted CPZ is being imposed then</p> <ol style="list-style-type: none"> 1. Horseman Close (and Dents Close) should not be treated differently from other roads in the area, we MUST have lots of 2 hour (minimum) parking for visitors and the CPZ MUST only be imposed during normal working hours Monday to Friday 9am -5pm. 2. The current proposed imposition of one visitor every 2 weeks (25 permits per year) is completely unacceptable and many more FREE permits should be provided. We currently have visitors most days so a minimum of 365 free permits should be provided if we are to have this unwanted CPZ imposed on us. 3. Paying £65 per year for a much worse parking regime than the current one without restrictions is not acceptable, any imposition of a scheme should be free if not providing a reduction the council tax of the residents as the council will be providing a poorer service. 4. It is unreasonable County Councillors should be allowed to have a say in what happens to parking in the city, this should be solely a city council responsibility 5. The unnecessary double yellow lines at the entrance to Horseman Close should be replaced with additional parking spaces.
(11) Local Resident, (Oxford, Elms Drive)	<p>Object - This is just yet another way to make an indirect tax on local residents. You have never bothered to enforce the current 'access only' restrictions (once a year by local police is a joke). Please be honest and say you want to tax local resides as it will be more appreciated than treating us like morons.</p>
(12) Local Resident, (Oxford, Ashlong Road)	<p>Object - I do not want to pay £65 to park in my road. I don't believe we have a parking problem on our road.</p>
(13) Local Resident, (Oxford, Clays close)	<p>Object - Firstly Horseman Close should not be incorporated with New Marston consultation.</p> <p>Despite various recreational groups by us Horseman Close does not suffer from parking issues. On very rare occasions over the past years we may have had extra cars this was during a cup game at Oxford City. These occasions are extremely seldom and it does not warrant us residents suffering 24/7 parking restrictions for this. We are happy to have</p>

	<p>the parks and pitches by us even if at random times we accommodate extra traffic.</p> <p>When Marston Saints have big games they will use the third field on Marsh Lane for parking which is ideal and causes no problems.</p> <p>As residents of Clays Close we are shocked to have a Yellow zone slapped on us. We do not have any issues parking and we do not need restrictions. Totally oppose this for Horseman/clays/Jessops/dents closes</p>
(14) Local Resident, (Oxford, Windsor Crescent)	<p>Object - As a resident of Windsor Crescent I don't have an issue with parking. However, I do realise that other Roads in our area have real problems, and sometimes it is very difficult to drive on and off our estate as cars are parked on both sides of the road and often parked dangerously. And we are aware that people park their car and catch the bus into Oxford to work and shop and attend the universities. This is unfair on the local residents. But I understand that the CPZ must be in all Roads in North Marston, not just a chosen few.</p> <p>But I am concerned that if we have a CPZ in Windsor Crescent, visitors and others will park on the green area outside our houses. This happens from time to time already if there is nowhere else to park. I assume that cars will be able park there without a permit? I do not want these areas to be used as a car park.</p>
(15) Local Resident, (Oxford, Raymund Road)	<p>Object - I object strongly to the CPZ proposal.</p> <ol style="list-style-type: none"> 1. A CPZ will do nothing to solve parking problems caused by a small minority of anti-social drivers, mostly parents who park across drives and pavements and often become abusive if challenged by residents. Children, mobility scooter users and blind people are forced into the road when cars block the pavements. . 2. A CPZ is a pointless and oppressive waste of time and money for residents. <p>A CPZ fines the people who live here, their families and visitors.</p> <p>It wastes our time with bureaucracy and anxiety.</p> <p>We told you in 2018 that we don't want a CPZ. Why do you keep trying to bring it in, against the wishes of local people?</p> <p>What I suggest instead:</p> <ol style="list-style-type: none"> 1. Placard the zigzag safety lines outside St Nicholas School and enforce the restriction. 2. Stop non-resident cars entering the last section of Raymund Road from Arlington Drive to St Nicholas, especially around school times. Currently cars drive down to turn round by the entrance to the school.

	<p>This is very dangerous because the area has at least six access points into it - pedestrians and cyclists from the subway, cycle track and Back Lane, children walking from two St Nicholas gates, cars and pedestrians from Meadowbrook College.</p> <p>3. More frequent visits and action by traffic enforcement officers, 08:30 to 9:15 and 15:00 to 16:45.</p> <p>4. It would also be a great help if access to Meadowbrook College was via the Swan School on Marston Ferry Road, instead of down a small lane over a culvert, with lots of pedestrians, via a blind corner from Raymund Road.</p>
(16) Local Resident, (Oxford, Raymund Road)	<p>Object - A CPZ would do nothing to solve the problems in Raymund Road. It would be expensive and inconvenient for residents and their visitors.</p> <p>For the majority of time the road does not have a parking problem.</p> <p>The present yellow line restrictions would be adequate control if they were enforced.</p> <p>The yellow zigzag line outside the entrance to St Nicholas School needs to be placarded to prevent waiting or parking at any time.</p> <p>The biggest problem is cars parking on pavements. That pushes people together, making social distancing impossible.</p> <p>Disabled and elderly people cannot use the pavement.</p> <p>This end of Raymund Road is an important access area for pedestrians and cyclists in multiple directions.</p>
(17) Local Resident, (Oxford, Haynes Road)	<p>Object - Swan School development has been designed with insufficient parking on site. This has resulted in the CPZ being proposed to stop additional vehicles parking in the Marston area why was this allowed.</p> <p>Only 2 permits per household allowed, we have a 4 bedroom house with 4 adults and 4 vehicles, where are the additional cars to park during Permit hours,(Days off work, finishing before 5pm or Holidays) Why are Permits being limited to existing households and residents within the proposed CPZ.</p> <p>During the Covid 19 pandemic more people are working from home and more vehicles are remaining parked at home and on the roads.</p> <p>Introduction of CPZ will force homeowners to turn front gardens into Car Parks to avoid paying for Permits thus destroying the Rural feel of the neighbourhood.</p>

	<p>On street parking is not an issue within the estate areas, only limited issues are around School start and finish times and current Construction traffic from the Swan School site parking on Oxford Road.</p>
(18) Local Resident, (Oxford, Haynes Road)	<p>Object - We have a 4 bedroom family house with 4 adults and 4 vehicles and only 2 Parking Permits allowed per property is insufficient for our needs as residents. Would like to see that on larger properties additional permits are allowed at the basic price otherwise we are being penalized for having a family home in this area.</p> <p>Concerns also that due to Covid 19, working from home, periods of isolating etc where are we to park during the restricted parking time when we normally don't require daytime parking but to comply with government rules we must stay at home? The same question applies to annual leave from work. The visitor parking permits allowance would not be any way near enough for us to use during these times and why should we have to pay to park outside our home when it's a government ruling? How will this be addressed so residents are not penalized?</p> <p>On street parking is not an issue within the estate areas, only limited issues are around School start and finish times which is acceptable and necessary.</p> <p>Disappointed that a reason for introducing the CPZ is that the new Swan School will lead to additional parking in the area! The Swan School is a large development and sufficient parking should be made available on site without impacting on local area. If this is not the case then the council should be looking at this and not enforcing local resident parking to overcome the issue.</p> <p>This area of Marston has a very rural feel and the Introduction of CPZ will force homeowners to turn front gardens into Car Parks to avoid paying for Permits thus destroying the Rural feel of the neighbourhood.</p>
(19) Local Resident, (Oxford, Mortimer Drive)	<p>Object - I think this is ridiculous given the current Covid-19 Pandemic as most residents are working from home and this will be the new norm even afterwards. As my family and neighbours are working from home, there is mostly the normal resident cars on Mortimer Drive and the surrounding roads and regardless even pre covid-19 there has always been plenty of parking.</p> <p>As a council you should be ashamed of yourselves for making the less fortunate poorer and hitting your own residents. People have been impacted by covid-19 and the recession, they are either still furloughed, have no employment, being</p>

	<p>made redundant or being impacted by having cost of living already increased. I work in a respectable financial job trying to hold on to it and even I now only have a surplus income of £2.17 a day with no drive (which is what I have left for food not parking). People who live here can't afford the residential permits. Why are you penalizing residents. Do what Cambridge, Bath do free Parking at park and ride and charge only for buses, and free car park or subsidised for staff at the John Radcliffe. You are going to cause a lot of financial and material distress. There has never been an issue here or Rippington Drive. Maybe you should ask what each neighbour wants rather than adding to our stress.</p> <p>This is a ridiculous money making scheme for the council given the current climate and people working from HOME. If you're that concerned about parking and you really think this is not a money making scheme give each person with a car in each house hold free parking permits. Do no use the excuse of swan school causing traffic...with Covid-19 there is likely to be a second wave so it's really not going to be that busy.</p> <p>Reasons for objections</p> <ol style="list-style-type: none"> 1.Working from home current pandemic...no driveway 2.neighbours at financial risk, some made redundant, some coming to end of Furlough, some with no surplus cost of living going up. 3. Most are NHS staff who park and hospital not allowed to provide additional parking. 4. They put daft bollards already up to stop people from parking in an irresponsible manner 5.why wouldn't you give each residents with a car a Free permit 6.People already pay their Road Tax 7.Other student cities like Bath and Cambridge do not charge for parking at park and ride, they only charge for public transport 8.We still have the Covid-19 Pandemic, Recession, and working through a Brexit deal, people in general have other financial and health concerns to now be worried about yet another expense
(20) Local Resident, (Oxford, Raymund road)	<p>Object - 1. This should be free for residents and a cost of £65 per year is too much.</p> <p>2. Permits should be given to residents free of charge and this would prevent people who are not resident parking on the road all day.</p> <p>3.We are already paying a council tax which increases every year and this is yet another tax.</p>

(21) Local Resident, (Oxford, Ouseley Close)	Object - There is no problem that needs solving on these streets. There is plenty of room to park, and your own pollution data says that pollution levels are so low that you don't bother to monitor it anymore. This has all the appearance of (yet another) anti car measure that has no real evidence base to justify it.
(22) Local Resident, (Oxford, Horseman Close)	Object - I understand there are areas of Marston that need permit parking to stop workmen parking all day and walking to the city centre but Horseman Close doesn't have a problem with parking. And even if you did introduce permit parking to Horseman Close why is it 24hours per day, 7 days per week? How do my grown-up children visit at weekends? Am I supposed to concrete over my front garden so they can park? Why have you singled out Horseman Close and Dents Close when we don't have an issue anyway?
(23) Local Resident, (Oxford, Mortimer Drive)	Object - Me and my house mate have no choice but to use our cars as we have to commute to work. We are keyworkers and working 12-15hours per day. There is no way that we can safely use public transport. As we go out to remote areas. We live hand to mouth and cannot afford another bill. Parking on our roads is not an issue. The council should be focusing on public car parking sites and helping to support us. Not putting local residents into further financial detriment. I cannot afford another bill. You'll be effectively starving us to death. My food budget is £2.27 per day I cannot afford another bill. This is a deprived area. With people in social housing.
(24) Local Resident, (Oxford, Ashlong Road)	Object - I do not feel that parking spaces are limited in this area. I do not want to pay for a parking permit. I do not have a parking place in my home and this will force me to buy a permit. Lastly, this will limit people who would like to visit us, especially on weekdays.
(25) Local Resident, (Oxford, Horseman Close)	Object - 24/7 restrictions for Horseman Close is total overkill and completely unnecessary. This is not a busy road ever, and especially not evenings and weekends. It is not a through road, near any commercial areas nor near busy bus routes. Traffic is insignificant and predominantly residents only. Please confirm the evidence you have to support this proposal as I consider this to be a complete waste of council

	<p>taxpayers money</p> <p>Today Saturday 22 Aug there is a football match in play at Boult's Lane. Horseman Close and Jessops Close are empty. I've taken three pics from the corner of HC and JC if you'd like to see them? Why fix what's not broken?</p>
(26) Local Resident, (Oxford, Horseman Close)	<p>Object - It is unnecessary and therefore not only a waste of money but with cause me inconvenience, annoyance and expense</p>
(27) Local Resident, (Oxford, Broughton Close)	<p>Object - We do cycle most places as a family but when we do drive it seems like the CPZ schemes basically just result in loss of parking and make it more or less impossible to visit anywhere. The main issue is that there are hardly any 2 hour slots and where there are any they are full. There are Closes similar to ours that have been fully marked in double yellow lines. The only parking that occurs here in Broughton Close and Gordon Close is by residents or visitors. No one else and it's already hard to find parking. There are spaces at the start of the close and one or two other spaces that don't block drives. I object if it means these spaces are taken away for residents and visitors. We don't want to be having to issue every visitor a permit and for them to have to search for a space perhaps a few hundred metres away or perhaps not finding anywhere at all. We don't have a proper drive and I object if the scheme means not being able to park near the house. I could understand if there was a parking issue but that is not the case here. It seems to me it's simply making life hard and making money out of residents. We are put off going many places as a family of 6 due to similar schemes as it is awkward to have to ask residents for permits if just parking for a short time knowing that they have to pay for them. There should be more 2 hour zones that also allow for permit parking. It would solve the issue.</p>
(28) Local Resident, (Oxford, Fane Road)	<p>Object - As a resident of the area, I strongly object to the introduction of needless parking controls and to being charged for parking on the street where I live. There are no parking problems in my street, and I do not anticipate any change as a result of the Swan School.</p>
(29) Local Resident, (Oxford, Mortimer drive)	<p>Object - The road is usually empty there does not seem to be a problem of finding a place to park or overcrowding. Secondly our property has a driveway for 2 cars but we have three, and as students we are ineligible for a parking permit. However as medical students we need cars to go to our placements around Oxfordshire.</p>

(30) Local Resident, (Oxford, Ewin Close Old Marston)	<p>Object - For one I have never lived in Marston North, North of what ,I live in Old Marston. Ewin Close has a residents' parking agreement, which has been waiting to be implemented for the last 5yrs + since the residents meeting attended by Mary Clarkson, Mick Haines and David Tole from the County Council, That was double yellow around the corner, ie the entrance to Ewin Cl, and a single yellow on the rest except the parking bay for the flats with low signs in keeping with the street restricting parking for 1hr in the morning an 1hr in the afternoon, now the money is available perhaps this could done as agreed</p>
(31) Local Resident, (Oxford, Horseman Close)	<p>Object - We are strongly opposed to this - in fact, if it had been in place originally we would have thought twice about buying our house in this area. We have never had problems parking on our Close, and from previous experience living elsewhere, know the inconvenience and expense from controlled parking zones. We therefore think this will add no value and instead cost money (2 permits plus an additional block of visitors permits will add up to an additional £155/year) and cause considerable inconvenience. This is a real issue for us and others who rely on people regularly visiting our house for more than 2 hours - for example grandparents who often provide childcare, and who we would quickly run out of visitor permits for (we know this first hand from previously living in a controlled parking zone). Adding to our concerns, we are likely to have significant building work starting mid next year and note the very tight restrictions on contractor parking, which will also be very difficult to manage (contractors will definitely need to park for more than a week). It seems to me these restrictions favour people without any caring responsibilities or care in place and are significantly less than ideal for working families or people with other informal care arrangements.</p>
(32) Local Resident, (Oxford, Cherwell drive)	<p>Object - I strongly feel that residents and friends should be able to freely park without the worry of permits and fees.</p>
(33) Local Resident, (Oxford, Haynes Road)	<p>Object - I believe the parking situation to be under control in Haynes Road and the roads immediately surrounding it. I do not think that non-residents use the area often to park for long periods as the transport links are not suitable. Changing the parking rules here would only be negative for me.</p>
(34) Local Resident, (Oxford, Clays Close)	<p>Object - There is currently no/minimal problem with non-resident parking in Horseman's Close. Introducing permits will severely restrict residents' ability to travel (our household has three cars, and under the details of your scheme one of these would not be able to get a permit). It would also limit our ability to have visitors as the number of visitor permits would be severely restricted.</p>

(35) Local Resident, (Oxford, Arlington Drive)	Object - I do think parking in the area needs to be controlled especially around school drop off and pick up times but I strongly object to residents having to pay for parking permits especially since many more of us are having to work from home under our current circumstances.
(36) Local Resident, (Oxford, Beechey Avenue)	Object - We have lived here for over 2 years. There aren't, and never have been, any parking issues in this road. The CPZ is completely unnecessary administration and will cause further stress to residents. That said, we recognise that Councils are cash-strapped and this is an easy financial win. Of course, any Council would refute this, but such a position is only tenable in conjunction with a calculation showing no financial benefit for the Council. The decision has already been made. We know that resident submissions won't really be taken into account, so please do us all a favour and ensure that implementation is smooth.
(37) Local Resident, (Oxford, marsh lane)	Object - i only have parking at the rear of the house, entrance via horseman close. i am elderly, live alone and look forward to my family and grandchildren visiting me. if you propose 24/7 parking restrictions where will my visitors park? it will make my life very lonely. it is so unfair and i cannot understand why we are not proposing 9-5 Monday to Friday as with all other roads in the MA area?
(38) Local Resident, (Oxford, Elms Drive)	Object - As Elms Drive is "Access Only" I do not think we need Controlled Parking
(39) Local Resident, (Oxford, Horseman Close)	Object - I oppose your proposal for permit holders only 24/7 with no restricted parking for any short stay visitors, tradesmen, carers etc at any time. The results of your survey done two years ago in 2018, voted against a CPZ. An "at all times residents only" restriction in Horseman Close is not required. The rest of the zone will be "residents only Mon to Fri 9-5" with some shared parking. There is no reason, if a CPZ is implemented, for Horseman Close to be any different.

Visitors to the area using the sports facilities now have their own parking arrangements in place in the car park at Oxsrad, at the school, and outside the Boult's Lane. Weekend parking is from residents and their visitors which revised operational hours would allow.

Some houses in Horseman Close, numbers 9 -19, only have the rear access to their garages for their cars and for visitor parking. Having no highway frontage or driveway we are disadvantaged. Properties with driveways do not have these issues or have to pay for a permit.

I would like to suggest that your team considers:-

a) Revising the operational hours to that in the rest of the zone ie: 9-5 Mon-Fri permit holders only with some 2 hour restricted places for visitors.

b) It is "usual" to allow 50 permits per year to each resident, therefore single resident households are immediately discriminated against. A couple at the same address can have 100 permits.

If you compare both options for operational times there should be a sizeable difference in the number of visitor permits given to reflect this. It is 40 hours of restricted parking compared to 168 hours. 50 permits per year is not even one visitor each week. It is too few. This is of great concern to older residents who rely on regular visits from family and friends. Most visitors are in the evening or at the weekends.

Please increase this allowance to reflect this difference and our needs, and allow further permits to be purchased if required.

c) Short visits of two or three hours do not require using a complete 24 hour permit. Some three hour or transferable short stay visitor passes, especially for the above mentioned properties, would offer a solution. This arrangement would protect us from parking by non-residents and offer flexibility when we get visitors calling in for a short visit.

Should this proposal go ahead in its present form all our visitor parking will just be relocated to adjacent roads such as Arlington Drive and Ashlong Road. Your consultation plan shows these roads having non permit holders parking Monday to Friday and all weekend. Surely this outcome is not intended.

(40) Local Resident, (Oxford, Mortimer Drive)	<p>Object - It is one of the only areas where free parking is still available. Having parking permits makes it very hard for friends to visit easily and we shouldn't have to pay to park near our house - nor should our friends and family. I appreciate that visitor permits are provided, but funny enough, I have more than 25 visitors a year! Also, as I share my house with another person from outside my family, we will be competing for parking permits to allow our various (non-mutual) friends to visit.</p>
(41) Local Resident, (Oxford, Jessops Close)	<p>Object - During these times of COVID, which may continue for years, measures that make it more difficult for people to keep and use their own car. Any measure that forces people -including vulnerable people - to use public transport shouldn't be supported/implemented until the pandemic is fully under control.</p>
(42) Local Resident, (Oxford, Raymund road)	<p>Object - I object to this proposal. I understand the council need to find funds but strongly object. As a resident that will be charged annually to park on the street, where I live is unfair. An annual charge for residents is just wrong. My road and surrounding streets is in no need of such controlled parking zone. Only times where some traffic and parking are an issue are during school run. Dropping off and picking up. And this is a very slight issue. If this is going through then i suggest a ONE off charge for residents. I am already paying Road tax annually. And now possibly an annual charge for the privilege to park on my street.</p>
(43) Local Resident, (Oxford, Mortimer Drive)	<p>Object - I do not find this measure is needed in this neighbourhood. There are enough parking places for all the neighbours and visitors, so this cannot be the excuse to implement a controlled parking zone.</p>
(44) Local Resident, (Oxford, Ashlong Road)	<p>Object - I don't think a CPZ is necessary in this street. The parking arrangements have been sufficient to date. I have had friends come in the past and not had a problem with finding parking. I don't think having a CPZ will be beneficial for me and do not want to see one imposed. I have talked to neighbours as well and they are not in favour either.</p>
(45) Local Resident, (Oxford, Clays close)	<p>Object - I have lived at my address here for almost 12 years and at no point has commuter parking or any other form of parking ever been an issue.</p>

	<p>We do not have road access to the front of our properties so most people park outside of their garages. Visitors use the layby situated at the entrance to the close. Residents on Horseman close all have driveways and rarely use anything but their own drive.</p> <p>Family and friends often visit and it's never been an issue to park. Introducing this CPZ 24/7 is simply ridiculous it has not taken into account the fact we here in Clays close do not have driveways big enough for several cars and visitors. We have NEVER had a single issue with people parking in appropriately or where they shouldn't. My sister visits at least 3 times a week for support and often my mum will look after my children whilst I work after school hours if the proposed plans were to go ahead it would have a significant negative effect on my life and that of my friends and family as no one will be able to park as the visitors permits will very quickly get used. There is no proposed timed parking or times when it is not in force it really is unbelievable that this decision has been proposed as suitable. It clearly is not for the residents of clays close.</p>
(46) Local Resident, (Oxford, Clays close)	<p>Object - No issue currently with parking 24/7 addressee only extremely affect family visit 3 people live here each with a car. Two permits not enough The visitor permits being offered would not be enough for our family to visit In clays close we have limited on road parking but we all live and look out for each other with regard to parking and have no problems</p> <p>Despite what you might think the football does not cause any issues. We do not want to be under this stress and worry as to whether we have enough parking permits/getting a ticket for parking without</p> <p>It's not clear what the plans are here with regard to road marking and our garage accesses which effects probably half the residents on this estate due to the road layout. We should not be under the same umbrella as New Marston as that is a totally different ball game.</p>
(47) Local Resident, (Oxford, Jessops Close)	<p>Object - There's absolutely no problem with parking in Horseman Close, Clays Close, Jessops Close etc so I've no idea why we would need a controlled parking zone.</p> <p>I hardly ever see anyone park here who doesn't actually live here. I feel that creating the CPZ will also deter Oxford residents from using the playing field as well, which is their right.</p>

(48) Local Resident, (Oxford, Clays Close)	<p>Object - There is plenty of parking for residents and spaces to spare both on weekends and week-days. We do not need permit parking and I am totally against this decision. Why should we be penalised for not having a drive way when others in the street have driveways and use them. The only cars parked in Clays Close, Jessops Close, and Horseman Close are residents' cars and we all park close to our properties without any problems. Please leave things as they are.</p> <p>If there is going to be problems from parking at the Swan School then more parking at the school should be provided for this as drop off and collecting bays. Most people will cycle or walk as they are local anyway like at Cherwell School.</p>
(49) Local Resident, (Oxford, Clays Close)	<p>Object - Within the Horseman, Clay's Close area we have never had a problem with parking. I feel that I am being penalised for not having off street parking as other properties within the proposed control parking zone have. The only vehicles parked within the proposed CPZ are residents who park with consideration to others. There are occasional visitors to area, (including care workers looking after elderly residents), but these are normally in the daytime when the majority of residents are at work and the number of parked vehicles has considerably reduced. The only occasions when parking may be an issue is if there is a football tournament on, but as these are held on weekends/bank holidays most residents of CPZ have their vehicle parked, meaning additional parking space are at a premium and during such times a traffic warden visits the area which deters illegal parking. There was also a plan to expand the parking Boult Lane specifically for the Football club to alleviate the need for those attending football tournaments finding street parking in the nearby residential areas. It is my feeling that money to implement this scheme would be far better spent putting in place the additional parking at Boult Lane by the entrance to court place farm allotments.</p>
(50) Local Resident, (Oxford, Raymund)	<p>Object - It will cost money and time for residents and create more problems for residents' families and friends.</p>
(51) Local Resident, (Oxford, Arlington Drive)	<p>Object - I can't see the reason to do this.</p>

(52) Local Resident, (Oxford, Raymund road)	<p>Object - This is an unnecessary burden on the pockets of families already stretched. The residents of Raymund road have not complained about parking and so we do not understand why this has become the most pressing issue for the council. The money to be collected will in no way benefit them.</p>
(53) Local Resident, (Oxford, Marsh Lane)	<p>Object - If the establishment of the wooden barriers currently being erected on the East side of Marsh Lane (the side of the road with the even-numbered houses) is part of this plan it is already proving extremely disruptive to the residents of any house with multiple adult occupants. We have already observed our neighbours over the road - who live in an HMO - struggle to park in a manner that will not impede the parking of the other occupants, due to the new barriers erected yesterday (10/09/20).</p> <p>The houses on the West side of Marsh Lane between Ashlong Road and Elms Drive have - on average - more vehicles than the east side, per household. Both my household (35 Marsh Lane) and my neighbours at 33 have 3 each, and in addition we both have regular visits from friends and family, many of whom drive. I have personally widened my driveway to accommodate a second car, but our housemate still has to park out the front. If the bollards/barriers are erected here, it will become extremely difficult to park up and leave the house by car, as with no easy space to turn around we will not be able to pull out onto the road safely. The visibility along the road at the best of times is not great, and should there be a van on the west side (even when parked on the tarmac surface in front of a property), or a line of traffic blocking the view of the side travelling into Oxford, it is far more likely that an accident will occur. Even in the past day or so the number of car horns outside the property has increased.</p> <p>In addition, it will become far more difficult to receive visitors. While I am aware that we can obtain parking permits, that feels somewhat like taking away a benefit to living on this street (one which was a strong motive for me buying my house here back in 2018) and selling it back to us.</p> <p>I would suggest to my friends that they get the bus, but the bus services to Marston are frustratingly infrequent by comparison to Headington, where I lived previously.</p>
(54) Local Resident, (Oxford, Marsh Lane)	<p>Object - I strongly object to a controlled parking zone on Marsh Lane.</p> <p>Due to main route from bypass for emergency services the need for off street parking is essential.</p> <p>I have lived for 20 years and never had a problem with parking.</p> <p>This is purely a money making scheme for Oxfordshire council, another form of tax on top of council tax.</p> <p>If the council knew the new Swan school Was going to cause traffic/parking problems then this should have been addressed during acceptance for plans of the building and room for cars etc made.</p>

	I am extremely upset that the council has already started works before the consultations have closed:-(Stop ?
(55) Local Resident, (Oxford, Horseman Close)	Object - I have family who live here and will not be able to visit them if these proposals go ahead.
(56) Local Resident, (Oxford, Horseman Close)	Object - Hi. I am objecting to the 24/7 restrictions especially at the weekend! I have lived in Horseman Close all my life (a long time). There has never been an issue with parking at any time. While I accept parking is becoming a problem city wide I totally object to having to pay for a permit to park outside my home and object to not being able to have family or friends being able to park in my close legally because of a parking problem that DOES NOT EXIST IN HORSEMAN CLOSE!.
(57) Local Resident, (Oxford, Elms Drive)	Object - On a road where access only is allowed this is unnecessary. I assume this will go ahead. I live at 38 (on bend) and am concerned ease of access to property will be difficult if there is space opposite. If there is parking outside, there is only sufficient room for a small vehicle without blocking my entrance. Of greater relevance (to stop speeding motorists day and night) cutting through to avoid traffic lights is to block one end, probably Marsh Lane end
(58) Local Resident, (Oxford, Clays Close)	Object - I wish to object to the proposed controlled parking zones in my street. I have lived in clays close for 43 years And at no point Have I encountered any problems with commuter parking or any inappropriate use of available parking in the area. I live alone and my children and family visit regularly having a CPZ will massively impact on my family Support network and the ability to see them. I can understand that there has been concerns raised but the concerns are not valid. We live in a small cul-de-sac where the majority of houses have driveways but here in Clays Close the parking is already set out perfectly for residents and visiting friends and family. The impact of the proposed plan will be huge on many residents and the families and I feel strongly that they have not been considered fairly when these plans have been drawn.

(59) Local Resident, (Oxford, Clays Close)	<p>Object - We do not need as no parking problem. I have many visitors. The allocated permits are not enough and should be many more allowed for free I cannot afford the extra permits Should not be 24/7 residents only for clays close. Please do not do it</p>
(60) Local Resident, (Oxford, Rippington Drive)	<p>Object - Are you kidding me?</p> <p>People are more so working from home, normal resident cars on Mortimer Drive always plenty of parking. People have been impacted by covid-19, furlough, no job, redundant or cost of living has already increased. I work in a respectable financial job trying to hold on to it and even I now only have a surplus income of £2.17 (which is what I have left for food not parking) a day with no drive. People who live here can't afford the residential permits. Why are you penalizing residents. Do what Cambridge, Bath do free Parking at park and ride and charge only for buses. You are going to cause a lot of financial and material distress. There has never been an issue here or in Rippington Drive. Maybe you should ask what each neighbour wants rather than adding to our stress.</p>
(61) Local Resident, (Oxford, Ashlong Road)	<p>Object - I would like to clearly state that I am not in favour of the new Marston CPZ proposal for our road.</p> <p>We have to park on the hard standing and road opposite my house, due to having a shared drive and the need to keep it clear for access for my older neighbour.</p>
(62) Local Resident, (Oxford, Horseman Close)	<p>Object - It is with much apprehension that these Parking Permit conditions don't go forward for the reasons below without much further thought and considerable change to the present proposed arrangements:-</p> <p>Firstly is the £65., payable by residents, per annum, a mandatory fee for each household regardless of what each house needs throughout the year?</p> <p>Secondly we think it necessary for the Council to further, take into account, the different styles of property in Horseman</p>

	<p>Close, Clays Close, Jessops Close and Marsh Lane. It is patently clear that the need for further requirement of parking positions is significantly justified for houses that have no frontage parking and rely entirely on the rear access to garages and the one and only extra parking slot positioned in front of the rear gates without encroaching onto a main road. A house which fortunately has an individual sideway in front of a garage can obviously park a total of 4 cars without problems occurring to park on the road. In this regard an allowance must be thought through for the difference between these types of houses. Is it possible that the rear access's will have "private parking for the residences only and their respective families" otherwise this will be taken by anybody who can obtain a parking permit to park in the area, thus leading to further problems of the owners of these certain properties. These rear access properties with this different problem must not be ignored - they are as mentioned above.</p>
(63) Local Resident, (Oxford, Horseman Close)	<p>Object - I'm writing to oppose the proposed CPZ on the following grounds:</p> <ol style="list-style-type: none"> 1. The website/letter information is misleading. It implies that for all the roads listed, there will be a 2 hour free parking slot in the day. Hidden in the detail we discovered this will not apply to our road, Horseman Close. This needs to be made clearer in order for the consultation to be fair. 2. Despite having no daytime /weekend free slots for visitors, we would not be issued with more visitor permits to compensate for this. With 2 adults in our property, we would be able to have less than one visitor per week coming by car. 3. During the week, there is ample on the road parking. The CPZ is not necessary. 4. Having to pay per resident car permit will lead to people paving their front gardens, which will negatively impact the environment and spoil a special estate <p>We believe this scheme is unnecessary and unfair, given surrounding roads are not being so adversely impacted.</p>
(64) Local Resident, (Oxford, Rylands)	<p>Object - I feel that this is an unnecessary money making scam for the council. The road I live in (Rylands) is a private road and could be adversely affected by people coming in looking for somewhere to park. Also, I assume that we would not be eligible for any kind of visitor permits, so if we had more visitors that our road could cope with, then they would usually park on Oxford Road, but we would not have any permits for this, despite being imprisoned by the CPZ.</p> <p>I do not feel that this area of Marston has a parking problem which warrants the introduction of this kind of scheme,</p>

	<p>parking generally works OK around here. I know that the Council loves to control everything and make some money while it is doing so, but it is the wrong thing for us.</p>
(65) Local Resident, (Oxford, Ashlong Road)	<p>Object - We would also clearly state that we are NOT in favour of the new Marston CPZ proposal for our road. The frontage of our front garden is shorter because of the circle we live in at this end of the road. Also, we could not afford to concrete over our front garden. We are pensioners and don't have that sort of money to spend.</p>
(66) Local Resident, (Oxford, Horseman Close)	<p>Object - I strongly oppose the plans for a CPZ in Horseman Close</p> <p>Please can a survey of parking be completed for Horseman Close as there no current difficulties with the current arrangements and no shortage of streetside parking, for example, on weekdays and working days. There is no current need for a change in our particular road.</p> <p>I am concerned that the proposed change for our Close will mean that lots of our elderly neighbours and residents who have parked in their on-street places for years will now be asked to pay for this. We not have current need of a Parking Enforcement Officer and I do not feel that parking charges for on street parking for residents through annual permits (in order to fund their salary) is justifiable.</p> <p>Also, on reading the consultation details carefully there are errors and so I do not feel that this consultation can stand as is. I am concerned as the proposals say that there will be 2 hour slots on each road but in fact there are none for our road- Horseman Close! This is a significant omission and will have an unfair disadvantage for the young families in our road who may have visitors dropping off children for play dates who would not need a day visitor pass but would use a 2 hour spot for a brief drop off and settling.</p> <p>I am very concerned that a CPZ in our road will mean that people will turn their front gardens into driveways and this will really change the character and community feel of our friendly Close.</p> <p>For all of these reasons I strongly oppose the planned CPZ for our road.</p>
(67) Local Resident, (Oxford, Horseman Close)	<p>Object - I oppose the proposals for a CPZ being implemented.</p> <p>I believe that these schemes should be designed to stop non-residents parking at peak times, but without preventing</p>

residents, many of whom are elderly, having visitors or carers who could use accessible restricted parking.

The proposal is permit holders only 24/7 with no restricted parking for any short stay visitors, tradesmen, carers etc at any time.

The results of your survey done two years ago in 2018, which voted against a CPZ, did show a small weekday parking increase between evening and daytime over the zone due to commuter parking. An “at all times residents only” restriction in Horseman Close is not necessary at all. Visitors at weekends using the sports facilities now have their own parking arrangements in place in the car park at Oxsrad, at the school, and outside the Boult's Lane pavilion. There are no weekend parking issues and none were suggested in your survey analysis.

Some properties have driveways so affects them less. Other houses in Horseman Close, nos 9-19, only have the rear access to their garages for their cars and for visitor parking. We have no highway frontage so are disadvantaged to start with. There should be some restricted short-term visitor parking available eg: 2 hours with no return.

I would like to put forward the following for your consideration:

a) Standardise the times to that in the rest of the zone ie: 9-5 Monday-Friday permit holders only with some 2 hour restricted places for visitors. Your current proposal is not justified.

If residents parking only at all times were implemented:

b) It is “usual” to allow 50 passes per year to each resident. Therefore, single resident households are immediately discriminated against. A couple at the same address can have 100 permits. Increase this allowance, or at least allow purchase of extra books if more are required. Less than one pass for each week is too few if 24/7 restrictions were in place. Under your Draft Traffic Regulation Order 2020 Permit terms on page 20/3c - additional discretionary permits are available free for over 70's.

c) Short visits of two or three hours do not require using a complete 24 hour permit. Some three-hour visitor passes, or maybe transferable short stay visitor passes, especially for the above mentioned properties, would offer a solution. This arrangement would protect us from parking by non-residents and offer flexibility when we get visitors calling in for a short visit.

Should this proposal go ahead in its present form all our visitor parking will just be relocated to adjacent roads such as Arlington Drive and Ashlong Road. Your consultation plan shows these roads having non permit holders parking Monday

	<p>to Friday and all weekend. Surely this outcome is not intended.</p>
(68) Local Resident, (Oxford, Horseman Close)	<p>Object - It would appear that for reasons unknown, out of all the roads mentioned in the above C.P.Z. Horseman Close and Dents Close have been singled out for RESIDENT PERMIT PARKING 24 hours a day 7 days a week, whereas the other proposed roads are RESIDENT PERMIT PARKING is from 9.00AM to 5.00pm Monday to Friday.</p> <p>I cannot understand why Horseman Close has been singled out to have parking permits 24 hours a day 7 days a week. Both my wife and myself are in our 80s so even with the maximum number of visitor parking permits (50 in total) we will not have many visits from our families, less than one a week , yes our family do like to visit to check that we are all ok. Whilst other residents living where parking permits are not required after 5.00pm or at the weekend have no restrictions on the number of visits. We and several houses without drives are being penalized with these harsh restrictions of RESIDENT PARKING 24 HOURS A DAY 7 DAYS A WEEK; To limit it to Monday -Friday 9.00am-5.00pm would make these new restrictions more bearable.</p>
(69) Local Resident, (Oxford, Horseman Close)	<p>Object - I have lived here over 30 years and have never had a problem with parking.</p> <p>Please explain, even justify, why parking restrictions are even being proposed for this area, in particular 24/7 in Horseman Close?</p>
(70) Local Business, (Oxford, Salford Road)	<p>Object - This appears either way to be a lose situation for the shop owners of Salford Road, as whilst I note we have not been included in the scheme, presumably in an attempt to protect our businesses, we are very concerned that displaced residents vehicles in the vicinity seeking to avoid costs to themselves will occupy the parking spaces outside our shops preventing our customers visiting, and key staff members from parking to attend their jobs here.</p> <p>As a specialist business we also have customers needing to park whilst we attend to complex repair issues often at very short notice whilst they wait. Limiting customer parking to short stay would seriously damage the viability of our location for our business where we have traded from unhindered since 1993.</p> <p>I also understand from the Hairdresser next door, with the virus situation, family members are increasingly bringing elderly customers to their salon by car and have to sit and wait outside for extended periods. As they cannot currently</p>

	<p>use public transport.</p> <p>However, if Salford road were to be included in the proposed CPZ, the privately owned land to the rear of our shops provided for tenants of the flats above the shops could easily be parked upon illegally by people in the area attempting to avoid street parking charges. Either way the shops lose if a CPZ is introduced.</p> <p>At present with no CPZ this issue hardly ever arises, as there are currently few parking issues in the area. It would therefore appear the sole purpose of the CPZ is not to address any current issues, but to head off issues caused by the universally hated Marston Ferry Bus gate proposed across the Marston ferry road. Intended to bar local traffic from using the connecting link road, effectively trapping it in Old Marston. To the more cynical mind It appears under these conditions the real purpose of the proposed CPZ would actually be to prevent Old Marston area becoming an unofficial park and ride.</p> <p>Therefore, if the Marston Ferry Bus gate does not go ahead the CPZ would clearly not even be being considered. So to protect the livelihoods of local residents and businesses in this area, I urge you not to continue with this extremely damaging Old Marston CPZ proposal.</p>
(71) Local Business, (Oxford, Salford Road)	<p>Object - Im a small business owner on Salford road (hairdressers) where I believe your planning on putting parking permits.</p> <p>I really don't agree with this or want it to go ahead for the following reasons</p> <p>1- I've been here 6 years and there's no issues with parking 2. My business has been massively affected by Covid and I couldn't afford parking permits for myself and staff who have to drive in 3. Some of my clients are here for 3/4 hours depending on what service they are having this is going to stop them coming to us</p>
(72) Local Resident, (Oxford, Ashlong Road)	<p>Object - there ample parking for Ashlong Road residents. Restricting parking will not mean the traffic will disappear it will just move somewhere else.</p> <p>Be proactive and encourage people to come to Oxford. Don't make it difficult closing roads, putting in bus gates and parking permits. We need people to come to Oxford!!!!</p> <p>Parking permits just another way of making money and life more difficult.</p>
(73) Local Resident, (Oxford, Raymund Road)	<p>Object - It is clear the only people this will affect will be the residents themselves, who will be forced to pay for any vehicle they need to leave outside their homes, so if they have a private car and a small work vehicle this effectively adds</p>

	<p>£130 costs to their property rates plus a book of 25 £25 tickets for any visitors to them. No doubt these costs will simply increase year on year.</p> <p>In contrast to this, completely unaffected will still be the school runs, with hundreds of cars and taxis converging on the area three times a day, unabated. All using the two-hour free parking stipulation. Currently they already park on pavements, across driveways and on double and single yellow lines as nobody ever police's this. A CPZ does not address any of this.</p> <p>Despite assurances given by the new Swan School with over 160 teachers plus ancillary staff and visitors, given Oxford City planning committee passed the new School with parking reduced to just 55 onsite spaces, no doubt these will all be given resident, or worker passes by the school to prevent them parking on the Marston ferry cycle track.</p> <p>I note the scheme allows for tradesmen in the area to park for £25 per week adding to the cost to whoever they are working for.</p> <p>Clearly apart from the huge inconvenience, and financial costs to residents, everything will remain just as it is. The result will no doubt be more front walls coming down all over the estate (without application or permission) resulting in a heavily reduced availability of road parking spots whilst arguments rage about increased driveway blocking.</p> <p>Many elderly and incapacitated residents who have no way to avoid these costs and inconvenience will suffer the most.</p> <p>This resident parking zone is not required, needed, or wanted, and solves no local issues, but will create new ones. During the school holidays there are but one or two vehicles parked in my road, so few in fact you can play marbles on the road.</p> <p>The council seem to have no answers for the issues this will create, however this controlled paid for street parking is a bad idea from the outset as the costs and negative effect of this will be borne solely by the residents.</p>
(74) Local Resident, (Oxford, Elms Drive)	<p>Object - 1. Elms Drive is a no access road, and yet is used daily by cars cutting through from Marsh Lane to Cherwell Drive, or by drivers parking at the ends of the drive. Cars should not be driving through or parking here at all. Many of them speed, and with an increasing population of young children + elderly or disabled residents, there is a real risk of accident. Creating a CPZ will simply increase the traffic in the road, as cars drive through to park, and therefore increase the risk to children and elderly/disabled. As I write to you now, in the last 5 minutes, 8 cars have gone past my door at speed. This will only increase when schools reopen.</p>

	<p>2. By creating permits only in Horseman Close and Dents Close on all days, traffic from sports events will be pushed into Elms Drive and Ashlong Road. We already have problems with people parking and making it hard for emergency vehicles to pass. Anyone with a permit for the area will be able to park here all day, which means that Saturdays and Sundays will see cars parked along the road for kid's football, adult sport at Oxsrad, etc - and driving through.</p> <p>3. No bay markings will lead to cars parked across driveway access, parked on both sides thus narrowing the road dangerously and blocking entry and exit from driveways. It is ridiculous to assume that reduced 'sign and line clutter' will mean people park sensibly. It pushes the problem into the hands of residents, who could end up stuck on their own road. Allowing any car to park anywhere for 2 hours, without guarantee of enforcement, is ridiculous.</p> <p>4. What is the proposed means of enforcement, given that the no access rule has been flouted for years without any real change? I'm a disabled driver and have frequently seen violations of blue badge bays around Oxford, and yet nothing is done. The council has not shown itself able to reliably enforce existing parking rules.</p> <p>5. The cost is past to residents who oppose this measure and will not benefit from it. £65p/annum+ is an unacceptable additional cost for households.</p>
(75) Local Resident, (Oxford, Jessops Close)	Object – I do not see the proposed scheme for permit parking area in Jessops Close as necessary. We only ever have residents parking in this close and never had outside parking (school, hospital etc)
(76) Local Resident, (Oxford, Horseman Close)	Object – Horseman Close does not need 24/7 addressee only parking. Allowing us just 1 visitor per week WITH the extra purchased permit. Parking here is not an issue. But family life will be if our friends and family cannot visit due to these extreme restrictions.
(77) Local Resident, (Oxford, Clays Close)	Object – I strongly object to the proposal to make Clays Close permit only at all times. I would support making it the same as the rest of the local area - namely 9.00am to 5.00pm Monday-Friday.
(78) Local Resident, (Oxford, Ashlong Road)	Object – I could not be more opposed to the proposal of introducing a CPZ in the Marston North Area, at least as concerns the road I live in (i.e. Ashlong Road). None of the rationales or of the reasons put forth as ground for such proposal are valid or based on evidence.

- 1) Residents in Ashlong Road already have "flexibility of where they can park". On 99% of days every resident - almost all of whom I know in person - are able to park their car right in front of their houses.
- 2) Non-residents very rarely park in Ashlong Road. No more than a couple of cars may do so on occasion, and on any given day, most parking spaces remain free anyway for the most part of the day. I have monitored this myself since receipt of the proposal in late August. Nor once in the last three weeks were there more than two cars from non-residents. This is also true at any other time of the year. At the same time, I have never seen anybody from the Traffic Regulation Team doing the same (i.e. in person, in Ashlong Road, for a reliable period of time/sample) and therefore I wonder on what basis they have produced their evaluations.
- 3) Other so-called options, e.g. school drop-off and commuter parking, are NON-EXISTENT issues in Ashlong Road. The Statement also predicts (with no extant or foreseeable evidence) that "further parking pressures are anticipated when the Swan School currently under construction on Marston Ferry Road is operational." Any sensible and competent planner would know, check or even simply see from a map that the Swan School is about 0.6 miles (or roughly) 1 Km away from Ashlong Road and the chances of parents parking in Ashlong Road, walk 1Km, drop their kids off at the school, and walk back another kilometre (which would take around half an hour each time) are obviously very slim. If anything, one could also add that, even so, almost the entirety of Cherwell Drive lies in-between, with plenty of parking spaces on both sides of the road mostly free throughout the day.
- 4) The statement claims the new CPZ will improve "safety" and the "amenity" for residents but fails to indicate/demonstrate how. Ashlong Road being a cul-de-sac, it is hard to imagine how it could be any calmer and safer in terms of traffic. As concerns the "amenity" it is even harder to imagine how the only real change these measures would introduce - i.e. signs all over the road and an annual charge for permits - can make the road more attractive.
- 5) Another reason claimed in the statement is that the new CPZ would be "assisting the free flow of traffic" although it fails to explain how this is even possible in Ashlong Road, it being a cul-de-sac as mentioned above.
- 6) The statement also mentions "problems associated with... overflow parking from the adjacent CPZs." Never once in 13 I've lived in Ashlong Road this has happened. Not only that, but one can easily check for themselves on any given day: for example, Marston Road being the main road into the nearby junction could be suspected as the main source for such a problem, but most parking spaces remain empty throughout the day on most days.

If the County Council and, more specifically, the Traffic Regulation Team is able at any time to disprove any of the above (1-6) I will gladly concede they might even have a glimmer of a point in going through with the proposal.

- 7) Finally, if one scrolls through the 15-point document attached to the proposal sent to residents, it emerges more than clearly that the only real purpose of this proposal is to extort annual charges from the residents who must apply for permits.

(79) Local Resident, (Oxford, Cuddesdon Way)	Object – I feel that Horseman Close does not need addressee only parking
(80) Local Resident, (Oxford, Rippington Drive)	<p>Object – I object to these restrictions, as I want family and friends to be able to visit me without unnecessary stress and expense for me or them. We all live with so much stress and with lowering salaries/loss of job and rising costs of living. We need our families and friends more than ever during such times. This kind of restriction does put people off visiting. It is also an unnecessary cost for the council and the money could be better spent elsewhere – e.g. ensuring people have adequate housing and a good education.</p> <p>If a controlled parking area is to happen, I think residents should be able to register one car that is free to park in the road where they live and also perhaps 2 family and friends' cars that can park in their road free of charge too - like BT family and friends idea. Also, friends who park over the persons own driveway should not be charged. This is conducive to a community environment and would better reflect the residential area in question.</p>
(81) Local Resident, (Oxford, Cherwell Drive)	<p>Object - There is insufficient parking on Cherwell Drive, and the parking bays are now sub-standard. The Access to Headington works have been completed unsatisfactorily. Where the road width should have been narrowed by moving the kerb line, the parked cars must instead project into the road and make this boundary. This is dangerous and leaves cars at risk of damage from passing vehicles. The width of the marked bay itself is too narrow, and in places at 2.35m - barely enough width for a normal size car.</p> <p>So please do retain these bays for residents only but don't dare to charge residents to park in sub-standard, dangerous bays.</p>
(149) Local Resident, (Oxford, Windsor Crescent)	Object - There is plenty of parking in our road. If parking is restricted visitors will be also. I completely understand that this is necessary in other roads but I do not feel needed in this area
(150) Local Resident, (Oxford, Clays Close)	Object - There is no issue with the parking
(151) Local Resident, (Oxford, Arlington Drive)	Object - Locals who currently park in their garages and ""curtain twitchers"" believe that no one is entitled to park on the road. Those of us in Clays and Jessops close do not have any allocated parking. Neighbours have made life incredibly

	difficult on occasions. Even when working as a district nurse I was told ""I don't care what job you do, you chose to do it and you should have bought a house with a driveway"".
(152) Local Resident, (Oxford, Clays Close)	Object - Those of us on Clays Close and Jessops Close have the smaller houses in comparison to our neighbours (who are mostly retired) and therefore are more likely to be of working/middle class who may struggle with an additional expense of factoring in additional bills. Why penalise those of us who are hard-working, most of us who work within the health and social care profession and in the hospital, but can't afford a house with a driveway...?
(153) Local Resident, (Oxford, Elms Drive)	Object - I'm unsure why Horseman Close, it's ""off roads"", and Dents Close are proposed permanent CPZ but guess that this is because of JR staff parking. There is absolutely no issue at all with NHS staff parking down these roads and we have a responsibility towards our hospital staff to ensure that they have the safe facilities to park their vehicles, not push them out to the peripheries where they then have to walk distances to park their car.
(154) Local Resident, (Oxford, Arlington Drive)	Object - We should be working with the hospitals not making things harder for our NHS staff. Why is there not a P&R facility in the new Barton Park with a direct bus that serves the hospital therefore significantly reducing the traffic, parking issues and the air quality in Marston. Surely that is the perfect solution???"
(155) Local Resident, (Oxford, Oxford Road)	Object - The proposed parking restrictions are from 9am until 5pm. Parking problems and traffic jams occur before 9am when people dropping kids off to school. After 9am the streets are quite empty, there is no problem with parking. Also, in the afternoon the problem is around 3pm when parents come to pick up their kids from school. This proposed plan is not solving any of these issues, just get the residents to pay a lot for getting nothing. I am also afraid that the council is pushing local residents to rid of the front gardens of their houses and transform into parking spaces. The council timed this consultation to finish before the new school opens, therefore residents cannot have a experience with traffic to the new school. However, on sever public consultations the council promised that traffic in Marston will not increase due to the new school as all employees and students will use public transport or bikes. Did the council not tell the true then if they are concerned now with increased parking in the Marston area????
(156) Local Resident, (Oxford, Marsh Lane)	Object - I am writing to object to the proposed CPZ in Marston North. We have lived at our current address in Clays Close for nearly seven years and we haven't experienced any problems with parking in that time. I object to having to pay to park outside my house. If this space was available it is very unlikely that anyone else would use it as this would block

	entry to our gate and garage. I am particularly concerned about parking for visitors. Currently it is possible for visitors to find available spaces in Horseman Close. I am not sure that this will be possible if the proposal goes ahead. I hope that the plans can be reconsidered.
(82) Email Response, (unknown)	<p>Object – Oxfordshire County Council have gone for the cheapest option, which will do nothing to address the current problems caused by parents dropping their children off at St Nicholas School, let alone be any use when the situation is worsened by the opening of Swan School. Charging residents for parking won't resolve anything. Driveways are regularly blocked a half hour before and after school opens. Double yellow lines are also parked on. Creating 2 hour parking zones is pointless as drivers move their vehicles every 2 hours with their managers consent and no one manages this. The proposed timeframe does not cater for evening or weekend school events. The budget for traffic wardens has been slashed a number of times so parking is not managed at all. The proposed system would generate revenue but doing absolutely nothing to resolve the problem. We have reported the Health & Safety trip hazard issues of people opening up their driveways then driving over the grass verges churning up the grass and soil, making it uneven to walk on, as parents park all over the pavements. This will increase tenfold if you bring in permit holding.</p> <p>I am extremely disappointed that this has been left to the last minute when it has been known about for 2 years. We need new people running the council who actually listen and understand what the consequences will be.</p>
(83) Email Response, (Oxford)	<p>Object – Im not happy about Oxford city council putting parking zones in Marston, northway areas. I don't think it's fair for people to pay to park outside their own homes I think that's out of order. some way for you guys of Oxford city council to make money out of us all so I'm going against the parking zones in Marston North way areas in Oxford.</p>
(84) Resident, (Bledington)	<p>Object - I often visit my partner who lives in Horseman Close</p>
(85) Resident, (Chesterton)	<p>Object - I strongly object to these plans. My parents live in Clays Close OX3 0NX - I visit my parents several times a week as do my other siblings so they can see their grandchildren. Yes per year they are provided with permits for us but these will quickly run out and then we will be out of pocket as we will need to buy the permits for wanting to visit them.</p> <p>My parents have a great social life by having lots of gatherings we all go to and you will be making these very hard for</p>

	them to have. I would really worry about their mental health if freedom of people visiting them is taken away.
(86) Resident, (Long Hanborough)	Object - I have family living in Horseman close, the all hours resident permit you suggest will be an utter nightmare. It will be costly for visitors when visiting frequently and totally unnecessary. We will have to park somewhere so you are simply moving the problem to another road!
(87) Local Resident, (Oxford, The Croft)	Neither/Concerns - I dont object to the principle, but the meadows are an important walking area accessible from Oxford Road etc, It will be very inconvenient to go there via public transport for such a small distance, so the CPZ should be Mon-Fri only. There is no shortage of parking there at the weekend.
(88) Local Resident, (Oxford, Horseman Close)	Neither/Concerns – I fully understand that it would be sensible to not object too much about having permit parking if it is to be introduced in the majority of areas in Marston due to the knock on effect but I cannot see justification for it to be 24 hours per day, 7 days a week in Horseman Close. The reason I believe you have taken this course of action for Horseman Close and Dents Close is due to the close proximity of Oxford City FC, local football matches played at Marston Saints FC and events at Oxsrad when parking has, on occasion, spilt over into Horseman and Dents. However, I think introducing 24/7 restrictions is totally unnecessary to stop the few occasions on which cars have parked due to the football. I agree these events have been outside the Monday - Friday, 9-5 timescale but are so rare they cannot be used as justification for the daily inconvenience 24/7 restrictions would have on all of the residents and their family and friends who need to visit. I do hope you understand my concerns and will balance the needs of all residents when considering the implications of the CPZ.
(89) Local Resident, (Oxford, Elms Drive)	Neither/Concerns - I understand that any person with a permit can park on any road within the Zone. However, Elms Drive is already restricted by 'No Entry' signs at either end Except for Access. Residents of Marsh Lane for example frequently park illegally on Elms Drive will they now be able to disregard these

	<p>mandatory signs.</p> <p>As you may be aware Elms Drive is used as a 'rat run' between Marsh Lane and Cherwell Drive to avoid the queues and delays at the traffic lights and despite the Restriction and 20 mph speed limit both of which are not enforced.</p>
(90) Local Resident, (Oxford, Horseman Close)	<p>Neither/Concerns - Would you be so kind as to explain what difficulties residents in Horseman Close have regarding parking? I am aware of some initial issues regarding the Parking of cars to watch their children participate in local football games on Sundays but I thought that had been resolved by the inclusion of double yellow lines.</p> <p>Secondly, can you assure me that restricting parking 24/7 would be policed during weekends and evening to prevent those you intend to prevent from parking. I'm sure you would agree and recognise that contacting the Police on such trivial matters would be futile and quite correctly viewed by the police as non-urgent.</p> <p>Thirdly, it appears that contractors can apply for a weekly permit, however, you do not mention how many times the said contractor can apply for a permit. Therefore, I presume a contractor can apply for numerous weekly permits whilst working outside the permitted area CPZ Marston North. This being the case I fail to see whether these restrictions will succeed in addressing the issues you are trying to resolve!</p> <p>After saying all of the above I am not totally against the proposal but would like to know whether there are further plans, a bigger picture which would enable me to endorse these proposals.</p>
(91) Local Resident, (Oxford, Oxford Road)	<p>Neither/Concerns - Local resident who will be impacted by the proposals.</p> <p>Traffic will be pushed outside the zone into Oxford Road (north end in Old Marston Village) due to its proximity to the Swan School. Already it is busy with school building contractors parking there in a long line - which makes it impossible to drive along as there are no gaps between cars/vans.</p> <p>This road is access only but that restriction is completely ignored. Increased parking will make Oxford Road impossible to navigate.</p>
(92) Local Resident, (Oxford, Windsor Crescent)	<p>Neither/Concerns - I would support it with some corrections.</p>

	<p>1. Windsor Crescent OX3 0SQ should be included. 2. Windsor Crescent is a very samall area with only 7 residences. It has a very narrow road so the restriction should be yellow - restrictions at all times. And not red where restrictions apply only for certain hours. 3. I also have concerns about allocation of dropped curves and other business facilities it they are allowed on the crescent. I am not sure if these are the jurisdictions of this survey.</p>
(93) Local Resident, (Oxford, Elms Drive)	<p>Neither/Concerns - Traffic-calming measures at the end of Elms Drive are a welcome introduction to reduce the speed of motorists, especially those who use it as a 'rat-run'. However, I view the controlled parking zone as a needless imposition, not to mention the cost involved (creation and monitoring) I want Elms Drive to have easy access for emergency services and for friends to park. Most houses have driveways and many use them correctly, whereas others do not, especially if there is more than one car to the household. I should, though, that I personally do not drive, so parking does not affect me directly. I do want friends and family to be able to visit and be able to stay as long as they like without restrictions.</p> <p>As an added thought, might car-owners be more inclined to park on the road than they are now, if they have to pay for the privilege.</p>
(94) Local Resident, (Oxford, Ponds Lane)	<p>Neither/Concerns - concerned that the proposed changes will simply move the problems of congestion and commuter parking into the old marston area.</p> <p>There needs to be a coordinated approach and integrated solution also involving marston north of marston ferry road to avoid unintended adverse consequences</p>
(95) Local Resident, (Oxford, Horseman Close)	<p>Neither/Concerns - I am concerned about visitors, family and friends, who will need to park.</p>
(96) Local Resident, (Oxford, Lewell Avenue)	<p>Neither/Concerns - It's ridiculous that as residents we have to pay to park outside our own homes.</p>
(97) Local Resident, (Oxford, Oxford Road)	<p>Neither/Concerns - I have off-road parking so do not have any parking problems.</p>

	<p>My only concern is that if Oxford Road becomes generally free of parked cars, then it will become even more appealing as a rat run than it is already.</p> <p>I would support the CPZ for environmental reasons if it was coupled with robust measures to discourage Oxford Road from being a through-road from Marston Ferry Road to Marston Road (e.g. a pair of pinch points, one with priority in each direction, probably around the stretch of shops including the Co-op, which has other problems that this would also help with).</p>
<p>(98) Local Resident, (Oxford, Arlington Drive)</p>	<p>Neither/Concerns - I am worried that parked cars will make it difficult to access driveways for those, like myself, who typically keep the car off road. Given the width of the road and the space between driveway entrances, if someone parks between your driveway and the next driveway on both sides at the same time, it is really hard to get a car in or out because the angles do not easily allow it. So this is a request to make sure that off-road parkers do not have access made difficult and to make sure that whoever marks the road leaves plenty of space for cars to turn in or out of driveways that are at right angles. At the moment this is dealt with between neighbours, but when non-neighbour vehicles occasionally park here, it can really make things difficult. Also, I think over 70s should be allowed one free parking permit as well as free visitor permits.</p> <p>It is likely that when the new school opens and the Marston Ferry Road becomes busy at school rush hours, some will come into this area and pick up their children near the primary school, an area that is already poorly controlled and not always considerately used by parents of children at that school. Some steps should be taken to stop any cars not related to the primary school using the road leading to it as a pick-up point. If not, access will be blocked at busy times. I would suggest no 2 hour parking slots are available within 1-200 metres or so, though this might just move the likely problem further away.</p>
<p>(99) Local Resident, (Oxford, Ponds Lane)</p>	<p>Neither/Concerns - I walk & cycle with children everyday down Oxford road north of Cherwell Drive and have concerns on the impact of the parking proposals on that road. Currently it already gets many parked cars towards the Cherwell drive end, especially around school and nursery drop off and pick up times. I'm concerned that this road won't be part of the CPZ and will get even worse. It's already hazardous to cycle down due to the parked cars and is likely to get worse if these proposals go through. If they go through suggest this road is also included in CPZ.</p>
<p>(100) Local Resident, (Oxford, Oxford Road)</p>	<p>Neither/Concerns - I am concerned that the CPZ does not extend into Old Marston village. The village is 'access only', meaning people from outside the village should not park unless they are visiting a location within the village. It isn't</p>

	overloaded with street signs because it is a conservation area. However, the 'access only' is completely disregarded and unenforceable, and there is a major parking problem in the village. The pavements are very narrow in places and the road is very narrow, and the parking causes an obstruction for buses, it causes cars to quickly back up creating pollution, and it creates a significant danger for cyclists and pedestrians. It is commonly observed that people use the village as a free car park during the week. The village urgently needs improved parking controls, particularly in view of the Swan school opening.
(101) Local Resident, (unknown)	Neither/Concerns - Whilst I welcome this. In principle I am concerned that the parking problems will just be shifted to Old Marston NORTH of Cherwell Drive. This is already problematic. What is strategy for that part of Marston?
(102) Local Resident, (Oxford, Oxford Road)	Neither/Concerns - We are all firmly of the opinion that double yellow lines need to be installed on the Oxford Rd service road at the point where traffic cuts through onto the service road from the main road - outside 98/100/102 Oxford Rd. Vehicles parked here restrict the space vehicles have to manoeuvre between the main road and the service road. Delivery vehicles frequently struggle to make the manoeuvre and end up either mounting the verge and causing damage to the kerb and verge or on occasion hitting the parked cars. Please can you consider the installation of double yellow lines at this location.
(103) Local Resident, (Oxford, Fane Road)	Neither/Concerns - As the proposed CPZ controls bite the covenant protected residents parking paved areas to the rear of Fane Rd and Salford Road townhouses, set aside to achieve a more intimate tree lined townscape to the front of the properties may be overrun by displaced car owners looking for parking. 1) Will the CPZ protect these spaces for the townhouse residents? 2) If so how? 3) Will you seek to charge the covenant holders to continue using the spaces?
(104) Local Resident, (Oxford, Horseman Close)	Neither/Concerns – We do not need 24/7 parking restrictions Could a time limit be set for parking between 7am & 5pm with no return in 2 hours on a weekday, allowing for normal parking at the weekend. A lot of people do not have driveways.

(105) Local Resident, (Oxford, Oxford Road)	<p>Neither/Concerns – It appears to me that the whole of the area, except Horseman Close and Dents Close, will be available for two hour waiting by non-permit holders and that as a result there is no area for the exclusive use of residents. That being the case, it seems to me that the perceived object of the exercise is defeated. The area is invaded on every working day by non-residents and the two-hour limit will not deter them from "taking the chance".</p> <p>Please reconsider this proposal</p>
(106) Local Resident, (Oxford, Cavendish Drive)	<p>Support - I strongly support the proposals. The sooner the better.</p> <p>There is unacceptable parking in the area which is being used by commuters to avoid parking fees. It creates noise and disturbance. It makes the area less safe for our children to play and walk to school. Most residents have driveways and they should use them.</p> <p>There is a problem with residents and others blocking cycleways with their car parking. We need better enforcement to stop this and keep the cycleways open. The council should leaflet of residents to tell them not to do this.</p> <p>I even see people getting folding bikes out of the boots of their cars to cycle into town on the cycle path beside the recreation ground in Marston! These people should use the Park & Ride and cycle rather than clogging up the residential roads.</p> <p>Some of the commuters are aggressive and resent being told not to park in our neighbourhood. We don't want this aggravation.</p>
(107) Local Resident, (Oxford, Arlington Drive)	<p>Support - The parking situation along Oxford Road, Marston, is now at a level that is causing dangerous and confrontational situations. Residents living in Marston now struggle to leave the Mortimer Drive exit onto Oxford Road created as a result of the parked cars. A residents parking scheme is the only way to resolve this issue. I support the proposed parking scheme with resident bays, and the flexibility of 2 hour visitor parking which is important for residents who have visitors during the day.</p>
(108) Local Resident, (Oxford, Horseman Close)	<p>Support - Use of parking on roads and footpaths by residents who have spaces to park next to their garages but choose not to. Use of roads by football supporters from Oxford City FC or local boys football matches.</p>

(109) Local Resident, (Oxford, Cromwell Close)	Support - I support because currently the area is dangerous for cyclists and pedestrians due to the sides of the roads being packed with parked cars all weekdays. In addition, the use of road space negatively affects the residents and their visitors' capacity to park in the neighbourhood.
(110) Local Resident, (Oxford, Beechey Avenue)	Support - I support the proposals for a CPZ provided the current two-hour parking bay outside my house is replaced by a Residents' parking bay and not by single or double yellow lines. I support the proposals because they will stop Oxford Brookes students and commuters to central Oxford using Beechey Avenue as their daily parking place. However, in order for the scheme to be effective, it will need to be enforced, and this does not generally happen with the current two hour parking bay, where cars are frequently parked for several days, or even weeks, and a traffic warden appears only if I telephone to report a breach.
(111) Local Resident, (Oxford, Oxford Road)	Support - We suffer from nuisance parking from commuters who work in the city centre, students going to the Oxford Brookes Marston Road campus, and people going to the JR hospital. In the last year or so it has got even worse with every weekday large numbers of construction workers, who are working on the Oxford University Zoology building on Parks Road, parking their cars and vans throughout the estate especially Rippington Drive and then driving in minibuses into town to the building site. It makes parking difficult for residents. They park the minibuses on the grass verges and rut up the ground under our street trees. I worry it is damaging the street tree roots and it makes our area look scruffy. The next issue is the school drop-off parking in all the streets around St Nicholas School. I would recommend re-considering the parking being 2 hours or residents' parking. Just make it residents' only please with a small number of spaces. Otherwise parents will continue to drive to school. Just don't provide an opportunity for school drop-off parking and people will walk or cycle, most people don't travel far to this school. It will be brilliant once the CPZ is in place.
(112) Local Resident, (Oxford, Arlington Drive)	Support - Increasing congestion and anti-social parking in streets around our house during the working week. Many city centre workers park in this area and then walk or cycle to the city along the Marston cycle path.
(113) Local Resident, (Oxford, Arlington Drive)	Support - Long overdue. This area has been constantly used as a free park & ride for many years causing severe problems for local residents. A CPZ for this area should have been established at the same time as all the other CPZs in

	<p>the vicinity. Many contractors working in the city centre park their vans here during working hours. I trust that they will not be allowed to purchase parking spaces at £25 (large companies would be able to afford this) unless they are working on adjacent properties within this CPZ. I note that Salford Road has been omitted from the scheme! Also, the access road to garages behind Fane Road & opposite 108 Arlington Drive needs to be included as this has become an established parking spot for people parking to walk, cycle or bus to the city centre. As with other CPZs there needs to be clear signage at the 2 entrances to the estate (Rippington & Mortimer Drives) to indicate that drivers are entering a CPZ. With all CPZs it needs to be enforced!!</p>
(114) Local Resident, (Oxford, Rippington Drive)	<p>Support - I wholeheartedly support the proposal to implement CPZ's in the Marston North Area. I've lived in Rippington Drive for 13 years, and each year I have witnessed the volume of cars, especially transit type work vans increase in volume. Many of the work vans are parked dangerously and irresponsibly, and as a consequence our road and surrounding ones have been reduced to free car parks from Monday to Friday for whoever wants to use them. I feel that it has definitely reached a crisis point, and it is only a matter of time before there is an incident with a pedestrian or another vehicle. The council simply must address the parking zone issue as a matter of urgency. With the swan school being built close by, I dread to think the amount of extra traffic it will create. It is really becoming unbearable to witness the amount of cars parked on the verges around this estate and as a local resident, I'm getting very frustrated as there are numerous times when I pop out in my car for an hour or so, then return to find that there is nowhere to park near my own house. Both my children attend Cherwell school, and cycle there every day, and I am becoming increasingly anxious for them, as the surrounding roads are already filling up with people looking to park at the time they leave for school, along with all the other local children.</p>
(115) Local Resident, (Oxford, Lewell Avenue)	<p>Support - As a resident, I object to people using my street for car parking when working in the town centre.</p>
(116) Local Resident, (Oxford, Fairfax Avenue)	<p>Support - Parking is very dangerous - people park on pavements, round corners, on grass verges. This is needed Scheme should be extended to include weekends, or Saturday at the very least as people are constantly parking to walk into Town or the hospital or the train station while leaving their cars all weekend and taking parking away from residents. something will need to be done to restrict access for parking on the grass verges, and around corners otherwise this will not stop</p>

(117) Local Resident, (Oxford, Fairfax avenue)	<p>Support - The parking in this area has gotten really bad, and really dangerous. There is never any parking for residents as contractors/others park everywhere including all around corners making it dangerous to pull out or move safely. However, I do not think you should allow 2-hour parking, as unless this monitored it will be abused. And I think the scheme should be extended to include Saturday's as a huge number of people park in our area to walk into Oxford city center at the weekend</p>
(118) Local Resident, (Oxford, Beechey Avenue)	<p>Support - Lots of non-resident cars parked on Beechey Avenue during weekdays. Often parking is bad, limiting transit on the pavement. Please also consider adding a "no-through" sign at the corner of Beechey Ave and Oxford Rd as many cars come through only to reverse, unnecessarily increasing local traffic.</p>
(119) Local Resident, (Oxford, Windsor Crescent)	<p>Support –</p> <ol style="list-style-type: none"> 1. Please clearly highlight Windsor Crescent as eligible properties for permits because this is omitted in 'Oxford_Marston_North_CPZ__Waiting_Restrictions__DRAFT_ORDER_2020' 2. Please ensure that there would be no parking allowed on the grass verges or green area at any time, including weekends. 3. Parking half-way on the road and half-way on the footpath should not be allowed unless specified explicitly. In such cases, where needed only one side of the road should allow parking in that way. Eventually you could only allow the first 15 days of the month on one side, the last 15 days of the month on the other side when needed and to avoid the need for road marking. 4. Preferably parking should not be allowed in any curves or near road junctions 5. No vans or goods allowed in front of 100,102,104,106,108 Oxford road, between 8-5pm. It is already an issue to have vehicles parked there. High vehicles, or Vans completely block the view to detect traffic in the opposite direction. It is also unsafe for cyclists.
(120) Local Resident, (Oxford, Raymund Road)	<p>Support - There is unacceptable level of heavy vehicle traffic in the area and a worrying increase in sidewalks use for driving on and parking. The disregard to pedestrian safety on a road leading to a primary school is worrying to say the least. We need help to keep our sidewalks free of obstructions to allow safe passage for children, their parents (often with buggies) and the elderly. Please introduce not only controlled parking zone but also some signage reminding drivers to allow priority to children and not to drive or park on sidewalks. Parking on bends and verges is also an issue as it limits</p>

	visibility heavily. A lot of the issues during morning school run are due to parent vehicles turning around and it would be safer for everyone to have a one-way system between 7:30 and 9:30 with exit at the right hand side of the school directly back onto Oxford road.
(121) Local Resident, (Oxford, Clays Close)	<p>Support - I understand that permits for Clays Close are 'All days and all times' permits. If this is the case then it would guarantee myself and my daughter a permanent parking space in Clays Close and Horseman Close.</p> <p>The only query I have is that I sometimes house a student lodger, some of whom have a car. Where would they park their car as I don't think they would be eligible to park in Clays Close or Horseman Close?</p>
(122) Local Resident, (Oxford, Fairfax Avenue)	<p>Support - I fully support this scheme although I would like the 2 hour parking allowance to non-residents to be taken off it. The parking situation in Old Marston is both dangerous and stressful with little control by police or local authorities. People double park making it difficult to make progress and also prevent a danger because you cannot see the road properly in front of you. In my road, most parking is carried out by commercial vehicles from London etc. who the walk or cycle into Oxford City centre to carry out work. They park on the pavements making it difficult for old people or those with prams or pushchairs to get by, therefore having to step on the road. Planning permission for construction should, in my opinion be denied unless they can guarantee on-site parking or provide details of other paid parking schemes. In conclusion, I would like these measures to be fully implemented and properly policed as soon as is practicable.</p>
(123) Local Resident, (Oxford, Rippington dr)	<p>Support - Notwithstanding the effects of lock-down since March, non-residential parking has SHARPLY INCREASED with mainly commercial vehicles parking in residential streets making access to/from houses & especially residences with off-street parking, difficult, dangerous, and sometimes impossible, due to the lack of access / visibility caused by these non-resident vehicles. Also becoming dangerous when exiting off-street parking as it is impossible to see approaching traffic especially cycles (often children) due to the parked (commercial) vehicles, which even includes minibuses! Many of the private cars disgorge construction workers evidenced by their bags of trade tools etc as they head off across the Croft Rd Recreation Ground path into the City, some on their (green?) folding bicycles.</p> <p>This will get considerably worse when the JRH re-starts clinic days and when the Universities re-open (imminent). We have had to suffer these problems for far too long, particularly as the Council were notified by the residents that the (then proposed) footpath across Croft Road Recreation ground would inevitably lead to exactly what is now happening. This was exacerbated by adjacent districts getting parking restrictions which only moved the parking problem to this area of Marston thereby not curing the problem, merely made it even worse for the residents.</p>

	<p>It is to be expected that the rapid implementation of this proposal will follow, particularly as it states that minimal "clutter" from markings and signs is intended and should therefore require very little labour / costs etc in prompt implementation!</p>
(124) Local Resident, (Oxford, Lewell Avenue)	<p>Support - Over the last couple of years, there's been an increase in the number of cars parked for the whole day by non-residents who then walk into town or to the JR Hospital.</p> <p>In a residential area with both a primary and secondary school, this increased traffic, especially in the mornings, becomes a safety issue for residents and children in particular, as well as increasing pollution.</p>
(125) Local Resident, (Oxford, Ewin Close)	<p>Support - We live in a tiny Close, with no businesses nearby that often gets congested. This is inexplicable.</p>
(126) Local Resident, (Oxford, stanley)	<p>Support - better parking control is required across all of the city to support safer streets and public transport use etc.</p>
(127) Local Resident, (Oxford, Nicholas Avenue)	<p>Support - There is definitely a problem on weekdays along our road and neighbouring Rippington Drive because of the vehicles of visiting commuters parking there. These roads and others are close to the very handy walk/cycle route into the city. It is common to see early arrivers producing bikes from their car boots or rear of their work vans. Rippington Drive becomes clogged with vehicles and visibility is restricted.</p> <p>Fortunately, we have use of a shared drive where we can park one car out of anyone's way and many neighbours have paved their front gardens. However, I do have sympathy for those locals without such facilities.</p>
(128) Local Resident, (Oxford, Oxford Road)	<p>Support - I have cars parked outside my house for sometimes a week or two while the owner's go on holiday. Residents cannot park in the street they live in. I am not too happy about the 2 hour rule to allow cars to park, How will this be enforced?</p>
(129) Local Resident, (Oxford, Fairfax Avenue)	<p>Support - The area is being used as a 'park and ride' for people working in the town centre, and the streets are lined with so many cars on weekdays that it is sometimes hard for delivery vans and refuse collection lorries to get access.</p>

	Navigating through the streets is sometimes perilous for bicycle users.
(130) Local Resident, (Oxford, Oxford Road)	<p>Support - Sometimes I cannot park my car (only 1 car) outside my home Sometimes I cannot find a nearby place to park my car near my home Sometimes someone parks their car badly and in a position that prevents not only me but my neighbour parking their car outside their house People just park their car and go away for the day. My car was hit by something or someone and the mirror is broken and I have to replace it at my cost, which is rather not necessary if the road is not that busy.</p>
(131) Local Resident, (Oxford, Gordon Close)	<p>Support - The reason I am supporting the proposal is because all the parked cars on the narrow streets of Oxford Road and Gordon Close make it difficult and dangerous to drive as per the two-way rule. Even driving into the own driveway is complicated due to other cars blocking the space for a car to make a decent turn into the driveway.</p>
(132) Local Resident, (Oxford, Beechey avenue)	<p>Support - The roads are constantly congested with commuter vehicles to the point of being dangerous and impassable.</p>
(133) Local Resident, (Oxford, Beechey Avenue)	<p>Support - Happy to restrict the parking as it gets very congested during the week due to Brookes and JR parking.</p>
(134) Local Resident, (Oxford, Rippington Drive)	<p>Support - Finally it is going through - have been waiting a long time for this and the quality of living in this area will be so much better.</p> <p>There had been numerous altercations regarding cars parking issues in the street over the years.</p> <p>I went out to look in the street today, it is jammed with cars and vans, some have squeezed by the bollards and parking on the grass - I have loads of photographs that I could upload if there was such a facility.</p> <p>The council is fully aware of the situation, cars and vans park in this road in the morning and then they walk into town via the footpath, some take out their scooters or bikes, some lock their bikes at the side overnight so they do not have to put</p>

	<p>them back into the car. In the winter they were getting out of the cars and everyone was carrying plastic bags, these contained Wellington boots to wade through the flooded footpath to get to work.</p> <p>These roads should not be a car park for people who use it as such and then go to work or students to study. The road is packed with cars! my elderly father often attempts to visit he passes by and then goes home because he cannot find a place to park nearby!</p> <p>Everywhere else in Oxford does not have this situation and residents would not have it. Look at Summertown, Norham Gardens area, Jericho, Ferry Road area, Osney Mead, etc the list goes on.</p>
(135) Local Resident, (Oxford, Oxford road)	<p>Support - Lots of cars are parked even not on designated parking area. e.g. disable blue badge with no parking permit</p>
(136) Local Resident, (Oxford, Arlington Drive)	<p>Support - I feel that this is long overdue as this part of Marston is close to schools, hospitals, University educational establishments, local bus routes into the centre of Oxford/hospitals and within easy walking/cycling distance from the centre of Oxford. Residents have been plagued for years by those parking here for free as other parts of Marston have CPZs implemented. When driving off the estate at 07:10 on Tuesdays & Thurs there is a constant flow of vans and cars entering to park. Some of these vehicles are dangerously parked on corners and often across resident's drives. As per an Oxford Mail report of 19th October 2019 " A 76-YEAR-OLD man has described how he was beaten up and kicked in the face in a row over bad parking.</p> <p>A pensioner had asked the driver not to park in front of his driveway and says he ended up in a wrestling strangle-hold. He and his neighbours say it is just the latest in a string of fights and arguments over stupid and insensitive parking in New Marston, north Oxford. Because the council has never created any parking restrictions there the neighbourhood has turned into a lawless Wild West where builders, hospital patients and commuters regularly park for free, blocking pavements, driveways and cycle paths and infuriating those who live there."</p>
(137) Local Resident, (Oxford, Ewin Close)	<p>Support - Fair parking for all and prevents people leaving their vehicles in residents' parking areas.</p>
(138) Local Resident, (Oxford, Oxford Road)	<p>Support - As outlined in 2018 at the Parish Council meeting, the problem of parking in and around Oxford Road has been getting steadily worse since we moved here in 2004. The Brookes Students, commuters, occasionally Croft Road residents and even holidaymakers all leave their cars outside our houses, sometimes overnight and for extended periods.</p>

	<p>It is a price worth paying for residents to park outside their own homes. Pleased to see 2 cars are allowed per household, this is essential for us and some neighbours who have to commute out of the city in separate cars. Perhaps this will help the buses and also discourage certain drivers from speeding down the service road to beat the queuing traffic on Oxford Road - it's only matter of time before there's an accident caused by this speeding.</p>
(139) Local Resident, (Oxford, Mortimer drive)	<p>Support - Lots of people park cars and vans in the roads around this area for free so they can walk or cycle to town for work or for Brooke's university so cycling or driving around or crossing roads becomes dangerous as the roads have cars both sides and on corners</p>
(140) Local Resident, (Oxford, Cherwell Drive/Ewin Close)	<p>Support - I want to make the council aware that the parking outside Ewin Close is not on common ground but is owned by the freehold. Therefore, the council will not be able to put permit parking on this land.</p> <p>As we have a large number of disabled residents in this road, disabled parking should be added to the proposal.</p>
(141) Local Resident, (Oxford, GORDON CLOSE)	<p>Support - Parking in this neighbourhood has become an unacceptable nuisance. This close has increasingly become a convenient parking opportunity for commuters. Both sides of the Oxford Road south of the Marston Ferry Road are used all day as a parking lot making it difficult to negotiate due to its narrowness and bus usage etc. The road has a 20mph speed limit but many vehicles exceed this limit simply to get past the line of parked cars before being faced with a vehicle travelling the other way, the road is used as a stop and drop for children attending St Nicholas school and it is almost certain matters will worsen when the Swan school opens this month. The new school incidentally is several hundred metres from anywhere that a car may safely stop and the area is heavily used by cyclists. My understanding is that there are not enough car parking spaces for the Swan school staff and parents will not be allowed to take cars on to the school site. Additionally, personnel from Brookes also use this area for long stay parking. This area badly needs protection by way of a CPZ.</p>
(142) Local Resident, (Oxford, Oxford Road)	<p>Support - It is increasingly difficult to move in Oxford Road because of school and related traffic on weekdays.</p>
(143) Local Resident, (Oxford, Nicholas Avenue)	<p>Support - It will, I hope, stop all the commuter parking. Construction vehicles parking up all day, getting a pushbike out the back, and cycling into Parks Road construction site. Brookes University students parking up nearly all day and</p>

	walking along to the Milham Ford school site or parking all day and busing into Oxford or John Radcliffe.
(144) Local Resident, (Oxford, Oxford Road)	<p>Support - This CPZ has been desperately needed for some time and can't come quickly enough with the added pressure due to the opening of the Swan School.</p> <p>I responded to the earlier consultation highlighting the need for parking restrictions (preferably double yellow lines) outside 100 & 102 Oxford Road to keep the slip road access clear for large vehicles accessing the estate which includes Mortimer Drive and Rippington Drive. This has not been addressed in the current plans. Councillor Mark Lygo has been out to see the problem for himself and I understand he is supportive of this suggested change.</p>
(145) Local Resident, (Oxford, Nicholas Avenue)	<p>Support - I'm writing to express my strong support for the proposed CPZ in Marston. I've lived on Nicholas Avenue with my family since 2017 and while the situation wasn't very good in our first year here, it has got much worse in the last 2 years. This part of Oxford serves as a free parking zone for regular commuters to Oxford, making parking, driving through and even living here unnecessarily complicated. I don't know anyone here who doesn't support the idea of the CPZ, although some of my neighbours were of different opinion 2 years ago.</p>
(146) Local Resident, (Oxford, Ashlong Road)	<p>Support - we support the proposal and agree to register for CPZ permit accordingly. We often have visitors, for the supply and/or medical purposes, and will definitely need the second permit on occasions.</p>
(147) Local Resident, (Oxford, Horseman Close)	<p>Support - Restricting the parking of non-residents in these roads will eliminate part of the problem but not all. It will ensure that the area does not become a car park for the adjacent sports field, particularly at weekends. Furthermore, it will no longer be a no cost park and ride cycle facility for the city centre.</p> <p>The rest of the problem lies firmly with the residents. All of the properties have either garages or driveways, but the majority of residents prefer to park in the roads. Thereby very often obstructing access for neighbours who wish to use the garages etc.</p> <p>Rear access roads such as Clays and Jessops were originally laid out with turning areas to be used in conjunction with</p>

	<p>the garages. Over time some residents and non-residents from adjacent properties have taken them as their own private parking space thus making it very difficult for delivery & emergency vehicles to turn etc.</p> <p>In my opinion there is no simple solution to the problem of residents parking. When roads such as Horseman Close and Jessops Close were laid out in the 1960s they were based on single occupancy properties with one motor vehicle each. Today it is quite common for 2-3 vehicle owners living in one property.</p> <p>In conclusion a resident only parking scheme has to be welcomed but I am afraid it is not the total solution which. may be to involve a financial penalty for not using a garage has intended.</p>
(148) Local Resident, (Oxford, Gordon Close)	<p>Support – its been a long time coming with traffic increasing year on year it is now becoming a nightmare to get out of Gordon Close with cars parked near the corners.</p>
(157) Local Resident, (Oxford, Cotswold Crescent)	<p>Support – Due to increased development in the area, parking has increased. There should be restrictions, but with allowance for 2 hours free on street parking for visitors which is allowed in most streets. This will allow social care workers to travel to homes and aid residents.</p>
(158) Local Resident, (Oxford, Oxford Road)	<p>Support – People park, sometimes inconsiderately by taking two spaces for one vehicle and disappear sometimes for days or even weeks.</p>

Division(s): St Margaret's

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020

OXFORD – WATERWAYS: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Waterways area, but with the following also being included for eligibility for resident and visitor permits: Clearwater Place; Complins Close; residential moorings on the Oxford Canal in the vicinity.

Executive summary

2. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents the responses to a formal consultation on a new CPZ in the Waterways area.

Introduction

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:
 - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
 - Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
 - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.
4. CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.

Background

5. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, when it was agreed to use capital funding, together with contributions secured from development to deliver this programme.

Formal Consultation

6. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 19 August and 18 September 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 544 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
7. 77 responses were received during the formal consultation (an approximate response rate of 14%). These are summarised in the tables below:

CPZ	Businesses & other organisations	Residents	Total (Percentage)
Object	-	22	22 (29%)
Support	1	35	36 (47%)
Neither/Concerns	1	18	19 (24%)
No Opinion	-	-	0%
<i>Total</i>	<i>2</i>	<i>74</i>	<i>77 (100%)</i>

Parking Restrictions	Businesses & other organisations	Residents	Total (Percentage)
Object	-	12	12 (16%)
Support	1	34	35 (45%)
Neither/Concerns	1	24	25 (33%)
No Opinion	-	5	5 (6%)
<i>Total</i>	<i>2</i>	<i>74</i>	<i>77 (100%)</i>

8. The above tables are based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and, similarly, some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of responses from local responses by road:

Road	Object	Support	Neither / Concerns	Total
Ashlong road	1	-	-	1
Cavendish Drive	-	1	-	1
Clearwater Place	-	2	-	2
Complins Close	5	4	6	15
Cox's Ground	1	2	-	3
Elizabeth Jennings Way	2	-	2	4
Frenchay Road	3	9	2	14
Lark Hill	2	6	-	8
Oxford Canal	1	2	2	5
Rackham Place	-	2	1	3
Ryder Close	1	1	-	2
Stone Meadow	5	7	5	17
unknown	1	-	-	1
Total	22	36	18	76

9. The table below summarises the main issues raised by members of the public expressing an objection or raising a concern. As respondents in several cases cited more than one concern, the totals below are greater than the number of such respondents:

Objection/Concern	Reason	Number
1. Need for / Effectiveness	CPZ not needed as parking for residents not an issue.	10
	Concerns regarding minimal impact scheme.	2
2. Cost of Permits	Residents & visitors having to pay to park.	7
	B&Bs & Guesthouses should be excluded.	2
	Clear Water Place & Complins Close be included.	17
3. Permit Eligibility	Narrowboats should have eligibility.	4
	Concerns over permit requirements for designated car parking areas.	2
4. Parking Provision	Restrictions needed - Elizabeth Jennings Way at bridge.	1
	Restrictions needed - Elizabeth Jennings Way, Cox's Ground & Stone Meadow RBT.	4
	Restrictions needed - Complins Close.	1
	Additional restrictions would affect parking availability for residents & visitors.	6
	No additional restrictions needed on Frenchay Road.	1
	Concerns over Non-residents parking in allocated	3

	parking areas.	
	Restrictions too severe & should allow three hours.	1
5. Environmental Impacts	Safety concerns.	5

10. The individual responses are presented at Annex 2. Copies of the original responses are available for inspection by County Councillors.
11. Thames Valley Police did not object due to the fact that the burden on enforcement would not fall on them.
12. The Waterways Management Company - which manages the private areas of the Waterways estate – supported the overall principal of the scheme, but expressed concerns regarding the ineligibility for residents of Clearwater Place and Complins Close to apply for permits on the grounds that they are not adopted roads and that the scheme could be considered to be too general and did not address more specific issues in the area.
13. The remaining responses were from members of the public with those expressing an objection or citing concerns raising issues covering the overall need for and associated effectiveness of a controlled parking scheme in the area, the cost of permits for both residents & their visitors, the number of permits residents would be eligible for, the potentially adverse effect on parking availability of residents & visitors as well as local safety concerns.
14. The majority of objections raised by residents queried the exclusion of Clearwater Place & Complins Close from the proposed zone, with many directly expressing the wish that they be eligible to apply for both resident & visitor permits. It should be noted that Complins Close is in fact not designated as publicly maintained highway and includes private allocated parking spaces for residents & their visitors. Clearwater Place also benefits from a large private parking area, again to facilitate residents and visitors to those properties specifically.
15. Similarly, residents of some of the narrowboats permanently moored on the Oxford Canal requested to be considered for eligibility to apply for permits. Following further requests from the local County Councillors, an amendment to the proposals would be considered to allow narrowboat residents in the vicinity to be able to apply for permits on same basis as other residential properties within the proposed CPZ area.
16. Some residents objected to the inclusion of Guest Houses and B&Bs, stating that the terms of tenancy strictly prohibited this to ensure a degree of standardisation across the City.
17. Residents also queried the actual need for controlled parking in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. While noting these concerns, the proposals have been designed to alleviate the reported problems & concerns associated with commuter parking and overflow parking from adjacent

Controlled Parking Zones. While accepting that some parts of the area are more pressured than others and that not all roads within the area might be directly impacted by this, by not including all roads within the proposed zone could lead to later problems of potentially displaced parking having a far greater effect on any road not part of the scheme.

18. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific individual circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, is consistent with many other CPZs.
19. Residents objected to aspects of the scheme by suggesting that some areas required additional measures, specifically along Elizabeth Jennings Way at its roundabout junction with Stone Meadow and along the bridge. Also residents of Complins Close requested restrictions (see comments above) and that the lack of signs & lines within the minimal impact scheme could result in a higher level of non-compliance. With the recent implementation of a number of these sorts of scheme across the City, officers are confident that the balance has been appropriately struck between creating an effective well-designed scheme, whilst minimising the amount of street furniture and associated costs. Officers will review & then consider any specific suggestions for minor adjustments raised during the consultation.
20. Objections and concerns were also raised in respect to the proposed additional parking restrictions and their potential impact on parking availability for residents & their visitors. Specifically, it was suggested that restrictions along Frenchay Road were not required. Officers will review the scope to make minor amendments to accommodate any suggested changes and should clear and obvious issues arise then additional measures could be investigated as appropriate.
21. In terms of concerns raised about the possibility of non-residents parking on the various areas of private/allocated parking, although outside the remit of the county council and difficult to accurately predict, officers will monitor any potential adverse effects on these areas and look to take appropriate action if necessary.
22. With regards to the concerns raised regarding safety in the immediate vicinity, the proposed additional parking restrictions and the restriction on non-residential parking should help ensure that junctions are kept clear and the number of vehicles parked within the area kept at a minimum.

Monitoring and evaluation

23. It is suggested the scheme, if approved, be carried out approximately 12 months after implementation.

How the Project supports LTP4 Objectives

24. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives, such as Connecting Oxford.

Financial and Staff Implications (including Revenue)

25. Funding for the proposed CPZ has been provided from the County Council's Capital Programme and from developer contributions

Equalities Implications

26. No equalities implications have been identified in respect of the proposals.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed Controlled Parking Zone
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Jim Whiting 07584 581187

September 2020

		Drawing No. <input type="text"/> Revision <input type="text"/>												
<p>KEY</p> <ul style="list-style-type: none"> Zone Boundary Existing 'No waiting at anytime' (double yellow lines) Proposed 'No waiting at anytime' (double yellow lines) Permit holders (Zone addresses's) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am to 5pm Monday to Friday with No return within 2 hours. 														
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THAT FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)</p> <p>Maintenance/Cleaning (ENTER 'NONE' IF APPLICABLE)</p> <p>Use (ENTER 'NONE' IF APPLICABLE)</p> <p>Decommissioning/Demolition (ENTER 'NONE' IF APPLICABLE)</p>														
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<p>Owen Jenkins Director for Infrastructure & Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p> <p>OXFORDSHIRE COUNTY COUNCIL</p>														
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – these restrictions place no burden upon Thames Valley Police in terms of enforcement.</p>
(2) Local Group/Organisation, (Waterways Management Company)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I have already provided this answer as an individual resident but this response is in my capacity as Chair of the Waterways Management Company (WMC) which manages the private areas of the Waterways estate (but not the areas controlled by the GreenSquare Housing Association).</p> <p>Several years ago, committee members of the WMC initiated a dialogue with the county council over residents' concerns about the increasing parking problems across the estate. So we are pleased that this has now resulted in the proposed CPZ which we welcome, although we do have several concerns about the details of the plan as listed below.</p> <p>There have been increasing traffic problems on the adopted roads across the Waterways estate in recent years. Commuters arrive early to bag available free spaces, increasingly rare in Oxford, and then go into Summertown, down to the city centre or indeed to London to work, leaving their cars all day. Shoppers also use the free spaces. Increasing competition for available spaces leads to anti-social behaviour and dangerous situations caused by from inconsiderate drivers - blocked driveways, parking on or close to roundabouts, parking leaving insufficient room for delivery and emergency vehicles to get by, abusive reactions when confronted, and so on. A CPZ is the only answer to these increasing problems and we strongly support the proposal.</p> <p>There are several concerns:</p> <p>Firstly, the advertised plan is very broad-brush and I hope we will receive a more detailed version of the proposals so that residents can use their local knowledge to point out problems, etc. For example the plan shows permit parking at the northern end of Frenchay Road which would block the access path for bin men to the bin store for the no 115-141 block of flats. The placing of parking and non-parking spaces in Frenchay Road in general needs very careful planning as the road is narrow. Also there need to be double yellow lines around the mini roundabout at the western end of Elizabeth Jennings Way as parking on or close to this roundabout has caused problems in the past.</p>

	<p>Secondly we object strongly to the ineligibility for permits of residents of Clearwater Place and Complins Close, on the grounds that they are not adopted roads. This is illogical and unfair. There is no difference between these two areas and any other discrete private area on the estate, as all are unadopted. The adopted road in this area is Elizabeth Jennings Way and none of the estate areas leading off it are adopted and they all exist in the same relationship to the road, as indeed do all the other non-adopted areas across the estate in relation to their particular adopted roads. The blocks on Elizabeth Jennings Way all have their own access and parking areas which are private and they all face fully or partly onto the adopted road, including Clearwater Place and Complins Close. As far as I can see there is nothing that distinguishes these two areas from any other across the estate and it would be most unjust and unnecessary if residents there are excluded from the scheme.</p>
(3) Local Resident, (Oxford, Ashlong road)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>I object this proposal reinforcing what I have already stated in the consultation questionnaire in 2018. I have been living in Ashlong road for 13 years and never had any problem in parking our family car. During weekdays there are plenty of spaces available and weekends are also ok. This proposal will add an extra expense to my household and it is not going to change what's the actual situation in Ashlong road. It also shows that consultations are useless since the public opinion hasn't been taken into consideration.</p>
(4) Local Resident, (Oxford, Complins Close)	<p>CPZ - Object Additional Restrictions - Object</p> <p>There is no provision for day/overnight/short-term visitors for residents of Complins Close. We are not eligible for a permit. Visitor spaces within Complins close are almost all used by residents with more than one car. The 2 hour shared use is not long enough.</p> <p>If the objection is to commuters then let residents of roads within the waterways whose only local street parking is the CPZ to be eligible for visitor parking permits.</p>
(5) Local Resident, (Oxford, Complins Close)	<p>CPZ - Object Additional Restrictions - Support</p>

	<p>I do agree that it will be safer and reduce traffic in the area, however I think it is not fair that residents of Clear Water Place and Complins Close will not be eligible for permits. Even though most Complins Close residents will not need to purchase a permit they should have the right to since they actually live in the middle of the proposed Controlled Parking Zone.</p> <p>In addition, why are residents in the middle of the area being excluded when the consultation notes the the purpose of the CPZ is "part of action plans to tackle the problems of congestion identified for Oxford, as well as to improve air quality" and "CPZs restrict the availability of commuter parking in residential streets and encourage commuters to find alternative means of transport both into and within the City". How will restricting residents of within the CPZ help this?</p> <p>If for some reason one of these residents that are not eligible cannot park in their normal place for a day or 2 (like someone has parked in their place, there is constructions....) this would cause and undue burden and I believe that resident should have the right to easily pay for a parking permit near their home.</p>
(6) Local Resident, (Oxford, Complins Close)	<p>CPZ - Object Additional Restrictions - Object</p> <p>We would support the parking restrictions on Elizabeth Jennings Way only if similar parking restrictions were created for Complins Close. In addition, residents of Complins Close would have to be eligible to secure parking permits. HOWEVER, we are VERY concerned that if the parking restrictions are only made to Elizabeth Jennings Way and not to Complins Close, then commuters, fishermen, narrow boat owners, etc displaced by the proposed parking restrictions on Elizabeth Jennings Way may find Complins Close a convenient place to park as there will be no enforceable parking restrictions on Complins Close. As residents of Complins Close are ineligible for parking permits, this may cause us and our visitors considerable inconvenience. We strongly recommend that parking restrictions are also made to Complins Close, that residents of Complins Close be eligible to secure parking permits, and that the existing signage is enhanced to emphasise that Complins Close is RESIDENTS' PARKING ONLY.</p>
(7) Local Resident, (Oxford, Coxs Ground)	<p>CPZ - Object Additional Restrictions - Object</p> <p>There is nowhere near enough parking in Oxford, so I can understand why people park here when they don't live here. I've had no issues with people parking in my space (off-road, car park space, to be fair).</p>

(8) Local Resident, (Oxford, Elizabeth Jennings Way)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>As a GreenSquare resident of a property at 19-35 Elizabeth Jennings Ways it is not clear from the consultation documents whether a resident permit is needed for the designated car park to the rear of these flats off Ryder Close to the east of the play space. Although within the CPZ it is not identified as either 'No Waiting at any time' or a 'Parking Place'. Could this be clarified? Also, there are visitor spaces currently allocated in this car park - will visitor permits be needed for these? Finally, could you confirm whether there is a legal agreement between GreenSquare and Oxfordshire County Council for the use of this car park, and if so, the current status of this agreement? Could someone from Oxfordshire County Council acknowledge and respond to my concerns?</p>
(9) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <ol style="list-style-type: none"> 1. COVID-19 is changing how and where people work. Currently there is no parking space pressure on Frenchay Road, as there are fewer commuters. This may be the new paradigm and introducing a solution to a past problem may be a complete waste of time and money. 2. It is an increased cost, which we don't need now given that a lot of people are under financial pressure due to the pandemic. 3. It reduces flexibility in how we, and our friends or family, can park locally and this is not offset by the benefits of the plan.
(10) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Object Additional Restrictions - Support</p> <p>We have lived in Frenchay Road for 14 years and have never had issues with finding parking so feel a CPZ is unwarranted.</p> <p>We also feel that the cost of the CPZ is prohibitively expensive to the resident and far outweighs the value. The CPZ will impose unnecessary difficulties to visitors.</p>

	<p>In our particular area the allocated car parking spaces are only approximately 50% utilized due to the mess created by overhanging branches from Poplars next to the canal path. Money would be better spent cutting these trees back to create 4 to 5 additional parking spaces.</p> <p>We support the double yellow restrictions on Elizabeth Jennings Way as they will make the road safer.</p>
(11) Local Resident, (Oxford, Lark Hill)	<p>CPZ - Object Additional Restrictions - Object</p> <p>1. Lark Hill does not have designated parking bays so, as they are written, the rules do not apply to Lark Hill. So could Lark Hill please be removed from the zone. 2. You seem to be solving a problem which in my view does not exist. Waterways does not in general suffer from aliens' parking. 3. There is not a surplus of parking spaces so further restrictions would be unhelpful.</p>
(12) Local Resident, (Oxford, Oxford Canal)	<p>CPZ - Object Additional Restrictions - Object</p> <p>Since the lockdown the parking situation has been much better. My belief is that it will stay that way.</p>
(13) Local Resident, (Oxford, Ryder close)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>I have an allotted parking space provided in my tenancy which I pay for in my rent</p>
(14) Local Resident, (Oxford, stone meadow)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>To allow parking (as shown on the plan) around the small roundabout at the junction of Elizabeth Jennings Way, Cox's Ground and Stone Meadow is extremely dangerous. The area around this roundabout and the approach roads should have double yellow lines.</p>

	<p>It is already an extreme hazard when entering the roundabout from any direction because of parked cars which mainly necessitate drivers leaving Stone Meadow to approach the roundabout on the wrong side of the road and directly facing traffic coming around the blind corner from Elizabeth Jennings way.</p> <p>Leaving this area out of the proposed extra double yellow lines is lunacy and is likely to lead to a serious accident. The council will be responsible for this accident as they have been warned.</p>
(15) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>I cannot see that parking in this area has become a problem. While a few people park here to work in Oxford, during lockdown I hardly noticed a difference, suggesting most cars parked on the street must be residents. I would rather retain the possibility of having visitors to my house without permits.</p> <p>My only concern is ensuring people do not park where it is dangerous: for example too close to mini-roundabouts. I would also like a double yellow next to where the kerb dips for wheelchairs/buggies; notably to access the path next to the day nursery. Access to this dipped kerb is often blocked by parked cars.</p>
(16) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Object Additional Restrictions - Support</p> <p>Whilst in theory I agree with controlling the parking in this area (as we have some commuters using this area to park), overall, I object to the controlled parking zone proposal. I live in Stone Meadow where we have a large carpark shared between two blocks of flats. These are unallocated parking spaces and this proposal, if approved, will result in our spaces being used by others not residing in these flats, negatively impacting us. It will also make living here very difficult when having visitors, resulting in additional expense for us as residents, as well as further costs for our own permits. Oxford is already an incredibly expensive city in which to live, and to incur additional charges to park outside our own properties and to have visitors for longer than a two-hour period, is something I object to. For the most part, individuals seem to be parking in a sensible manner although having additional double yellow lines (particularly around the second roundabout) would significantly improve the situation.</p>

(17) Local Resident, (Oxford, Complins Close)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>Complins Close should be allowed for permit application.</p>
(18) Local Resident, (Oxford, Complins Close)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>The proposal to exclude residents of Complins Close and Clearwater Place to parking permits seems particularly short sighted. Has the impact of the CPZ been considered in relation to Complins Close? Surely any restrictions on parking will push people to park in Complins Close where there are no yellow lines etc. This will mean that cars could be parked along the road and even in the visitor parking spaces - or perhaps for those that don't care, right in front of resident's houses. Resident's visitors will have nowhere to park - and they won't be able to park in EJ Way because we won't be allocated any permits. There does not appear to be any logical explanation for excluding Complins Close from the permit scheme. I would ask the council to explain the rationale for this.</p>
(19) Local Resident, (Oxford, Complins Close)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>I live in a flat on Complins Close. This flat is adjacent to Elizabeth Jennings Way. I am concerned that the parkers will now start to park in Complins Close, having been pushed out from EJ Way etc and Frenchay Road. Also, when I have a visitor it is sometimes necessary for them to park on EJ Way (not Complins Close) so would require access to permits as a resident.</p>
(20) Local Resident, (Oxford, Complins Close)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>I live in Complins Close. It is obvious that individuals who do not live on the Waterways development routinely park on Elizabeth Jennings Way, including on the bridge over the canal, then walk, cycle or catch a bus to their place of work elsewhere in Oxford. Non-residents also use the parking on Elizabeth Jennings Way at weekends to be close to their leisure pursuits, for example, fishing in the canal and walking on the canal tow path or on Port Meadow. Furthermore,</p>

	<p>some of the resident narrow boat owners park their vehicles on the bridge or close by. Sometimes, individuals park in Complins Close too when other space is unavailable. Therefore, I am concerned that the proposed parking restrictions will encourage those who usually park on Elizabeth Jennings Way to park in Complins Close where there will be no enforceable parking restrictions. I worry that my allocated parking place will be used by an unauthorised driver whilst I am away from it and that I will have nowhere to park when I return, which already happens from time to time. I also worry that my visitors, for example family members staying with me overnight, will have nowhere to park because parking spaces set aside for visitors will be filled with commuters, leisure seekers or narrow boat owners. The decision to make residents of Complins Close and Clear Water Place ineligible for permits risks causing significant problems for these residents and their visitors, who will not be able to park on Elizabeth Jennings Way if their own spaces are filled by vehicles which have no relationship with Complins Close (or Clear Water Place). The proposal appears to disadvantage residents of Complins Close and Clear Water Place.</p>
(21) Local Resident, (Oxford, Elisabeth Jennings Way)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>We support the proposal in principle but do not agree that residents of Clearwater Place are NOT eligible for Annual Parking permits as they are as much part of the Waterways Estate as all the other residents. Furthermore many of the families occupying properties in Clearwater place have only ONE allocated Car Parking space, yet own TWO cars.</p> <p>Furthermore it would appear that as Clearwater Place is NOT classified as a 'Zone Address', residents of Clearwater Place would also appear to be precluded from obtaining Visitor Permits. If this interpretation is correct we must object to this in the strongest terms and would suggest that, for obvious reasons, it is ESSENTIAL that Visitor Permits are made available to Clearwater Place residents.</p>
(22) Local Resident, (Oxford, Elizabeth Jennings Way)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>I am a narrowboat resident on the St Edwards moorings, have been there since 1994. Most of my life I have been a cyclist, but finally got a car (at the age of 59!) 3 years ago, which I have parked at various locations on Elizabeth Jennings Way, the nearest place to where my boat is moored. This has made it easier to continue my work as a gardener, and during the pandemic has been essential. So I hope I will be able to apply for a parking permit within these proposals, and the occasional visitor permit.</p>

(23) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>I am in favour of the CPZ in principle, but I am concerned that the refuse lorry will not be able to collect the bins from the bin store at OX2 6TE as there is not a proposed double yellow line to prevent cars being parked in front of the bin store in Frenchay Road.</p> <p>I mentioned this when the last proposal was made several years ago. Another short area needs to be painted with double yellow lines.</p> <p>It would be a major problem for the Refuse and Recycling lorries if they cannot get the bins out of the OX2 6TE bin-store onto Frenchay Road where the lorries usually park to pick up the big bins.</p> <p>I am concerned that certain areas of The Waterways have not been included in the CPZ. Complins Close residents, for instance, will need to be included also, as the residents should also be allowed annual parking permits. Just because the area is not adopted should make no difference to the residents' need to be able to park on the OCC roads, only a few yards away from their properties. The same is true of other un-adopted areas on the Waterways. All these residents should be given annual parking permits.</p> <p>In this questionnaire I have to provide only one answer to question 5 – but, in reality, I support but have some Concerns.</p>
(24) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>Thank you for making provision for exemption for residents over 70 years old. We still have concerns about the potential for opportunists to take our one reserved parking space in front of our building as there is no barrier and we are not sure how well the proposed regulation would be enforced.</p> <p>What would be a good idea would be to either move the electric car charging point from its location by the Frenchay Road bridge to a wider area of a nearby road or remove the parking facility opposite the electric car charging point as it can be extremely difficult to drive between large vehicles parked on either side of the road.</p>

(25) Local Resident, (Oxford, Rackham Place)	<p>CPZ - Neither/Concerns Additional Restrictions - Object</p> <p>With the planned introduction of a CPZ in the Waterways there would be no need for the addition of a double yellow line along the entire north section of Elizabeth Jennings Way between Rackham Place and Complins Close. I also feel that limiting non-permit holders to 2hrs is too extreme. The only issue with parking in the area (other than vehicles on footpaths) is commuter parking. Therefore, at a minimum the restrictions should be to three hours.</p>
(26) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>Would support but have concerns about where we live as not in a restricted road as is one of the "gated" cul-de-sacs. Signs would need to be erected saying "residents parking only" or it will be a free for all and we would actually be worse off. For reference the section we live in is not wide enough to allow two cars to park in parallel. This will cause issues as people will clearly park here as they can't park in one of the restricted areas. Can you confirm that such signs will be erected please? Or how you plan to avoid people using roads such as these for parking meaning the road will be blocked up?</p>
(27) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>The absence of additional yellow lines at the mini-roundabout at the junction of Stone Meadow/Elizabeth Jennings Way/Cox's Ground is a serious omission. This is currently a dangerous junction when approaching from Eliz Jennings Way or from Stone Meadow due to constant parking both actually on the roundabout or adjacent and too close to it, causing blind spots and hence numerous stand-offs, with the potential for collision. Yellow lines are required all round the roundabout and for, say, at least 20 metres beyond, particularly a significant way into Stone Meadow and Elizabeth Jennings Way, to deter dangerous, not to say, inconsiderate parking. This junction needs to be kept clear for rubbish collection, many large delivery lorries, fire engines, etc. (cf. the previous mini-roundabout in Elizabeth Jennings Way).</p>
(28) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Neither/Concerns Additional Restrictions - Support</p>

	Object to charging residents.
(29) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>In theory, I support this proposal. However, I am concerned that in order to avoid paying for parking permits, residents further along the street will park their second cars in the car park next to where I live (66 Stone Meadow) meaning that I will be unable to find a space for my first and only car. I would welcome a proposal for allocated parking spaces in the car park next to my flat block, to avoid residents holding spaces for their other cars.</p>
(30) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Neither/Concerns Additional Restrictions - Object</p> <p>In my opinion the current solution works not bad.</p>
(31) Local Resident, (Oxford, Cavendish Drive)	<p>CPZ - Support Additional Restrictions - Support</p> <p>We need to get people out of their cars and onto public transport, cycling and walking. The more parking restrictions and enforcement the better.</p>
(32) Local Resident, (Oxford, Clearwater Place)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I object to the ruling that residents of Clearwater Place may not apply for permits.</p> <p>I cannot see any difference between the residents of Clearwater Place and any other discrete areas on the estate. The adopted road in this area is Elizabeth Jennings Way, and residents of Clearwater Place have to go through this adopted road to get anywhere, there is no other access. There is nothing that distinguishes us from any other similar areas across</p>

	<p>the Estate who have to go from a private ares to an adopted road. None of these private areas is adopted.</p> <p>We have our own parking place, which is numbered, but we have no parking for any visitor. Therefore, I ask that the residents of Clearwater Place should have access to permits for our visitors, and for workmen, who need to stay for more than 2 hours.</p>
<p>(33) Local Resident, (Oxford, Complins Close)</p>	<p>CPZ - Support Additional Restrictions - Neither/Concerns</p> <p>I am in support of the Controlled Parking Zone in the Waterways but cannot see why Complins Close (and Clearwater Place) will be excluded from the Zone. We already have the occasional commuter parking within Complins Close, although there is a clear sign that this is a private parking area for residents only. I fear that if we are excluded then commuters will use the road area within the close as free parking. If we are included within the Controlled Parking Zone, I believe this problem will not occur. In principle, I cannot see any good reason to exclude us from the rest of the Waterways development parking area. It makes no sense.</p>
<p>(34) Local Resident, (Oxford, Complins Close)</p>	<p>CPZ - Support Additional Restrictions - Support</p> <p>Many Waterways residents need spaces on the public roads of the estate to park one of their vehicles; some residents do not even have one allocated private parking space. However, the spaces on Frenchay Road and Elizabeth Jennings are very commonly used by non-residents as "commuter parking," which takes up spaces and also creates a lot of morning and evening traffic on the estate. Further, on occasion, the public roads have been used by non-residents for long-term storage of licensed vehicles. I support the controlled parking zone but feel strongly that permit allocation should also be opened to residents on private streets (e.g. Complins Close) since they are as much residents of Waterways as anybody else and have the same needs for parking on the public roads. I have one additional suggestion. The yellow-lines should be extended on Frenchay Road all the way to the beginning of the Frenchay Road bridge on the Waterways side of the bridge, including over the brick rumble strip. Currently, cars frequently are parked on the curve before the bridge, obstructing sight-lines and creating a hazard for cyclists.</p> <p>I note that guest houses and B&B's are not allowed to be operated on the estate, so there is no need for parking considerations for these; the only business allowed to operate on the estate is the child care centre, so a blanket business parking exception is not needed.</p>

(35) Local Resident, (Oxford, Complins Close)	<p>CPZ - Support Additional Restrictions - Support</p> <p>The Waterways is regularly used by commuters to Oxford city centre and Summertown for free parking making it hard for visitors to park.</p> <p>I would like to add that no hotels, guest houses or air BnB's should operate in the Waterways as part of the owners leases and obligations.</p>
(36) Local Resident, (Oxford, Complins Close)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Parking in Complins Close is unaffected, but I'm a disabled permit holder and wondered if you could put a disabled bay(s) anywhere one the Waterways too?</p>
(37) Local Resident, (Oxford, Coxs Ground)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Commuters regularly park all day in the Waterways often in dangerous places e.g. corners of junctions and edge of the roundabouts. They should be strongly discouraged from doing so and encouraged to find alternative means of travel into Oxford to reduce pollution.</p>
(38) Local Resident, (Oxford, Cox's Ground)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Too many commuters into Oxford parking their cars in Waterways. It's dangerous, they drive too quickly and as there are a lot of children on the estate all these extra cars arriving and fighting for spaces at the times when the children are walking to school is not good. It's bad for the environment, they should use the park and ride which is what it's there for.</p>

(39) Local Resident, (Oxford, Frenchay Rd)	<p>CPZ - Support Additional Restrictions - Support</p> <p>The Waterways area is currently unique in North Oxford in NOT having a CPZ. Consequently, the roads are used by commuters and other car drivers frequently causing unsafe congestion in roads which were not designed for this.</p>
(40) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Support Additional Restrictions - Neither/Concerns</p> <p>We support the use of a permit parking area which includes the section of Frenchay Road west of the canal, with signage on the canal bridge, so that no new signs or line painting would be needed on the road itself.</p> <p>Introducing new line painting and/or parking bays on the road would have a negative aesthetic impact on the area. In addition, and most importantly, the current arrangement is to the advantage of pedestrians and cyclists and reduces the speed of motor vehicles. Without any painted markings, the road feels like shared space, which drivers use with caution. As a result, children are able to play safely in the street and cyclists are treated considerately. The distribution of parked cars also has a natural traffic calming effect.</p> <p>In short, while we are content in principle with the introduction of a CPZ, we are strongly opposed to the introduction of any additional line painting or signage on Frenchay Road.</p>
(41) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Support Additional Restrictions - Support</p> <p>The problem of commuter parking has been long-standing. Residents have struggled to find places to park over many years and this proposal is a simple and effective solution - with no need to mark bays as was previously proposed.</p>
(42) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Support Additional Restrictions - Support</p> <p>The need to restrict parking by those unconnected with the area is clear</p>

(43) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Support Additional Restrictions - Support</p> <p>If someone moves house - which happens a lot in Oxford - the street is blocked because of other cars and you cannot get out at all as Frenchay Road is closed at one end.</p> <p>My father missed his medical appointment at the hospital because I couldn't get anyone to move their car so I could get mine out.</p>
(44) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Support Additional Restrictions - Support</p> <p>My wife and I are supporting this proposal because it should make it easier for legitimate visitors to properties in The Waterways area to find a parking space, which can be a serious problem at the moment.</p>
(45) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Support Additional Restrictions - Support</p> <p>The roads need to be open for access by emergency vehicles and delivery vans. The pavements need to be unobstructed for pedestrians.</p>
(46) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Support Additional Restrictions - Support</p> <p>There is quite a lot of inconsiderate parking in this area - e.g. obstructing movement of vehicles, parking on pavement - which causes inconvenience to residents. Having controlled parking for residents and visitors would help to reduce these problems.</p>

(47) Local Resident, (Oxford, Lark Hill)	<p>CPZ - Support Additional Restrictions - Support</p> <p>There have been increasing traffic problems on the adopted roads across the Waterways estate in recent years. Commuters arrive early to bag available free spaces, increasingly rare in Oxford, and then go into Summertown, down to the city centre or indeed to London to work, leaving their cars all day. Shoppers also use the free spaces. Increasing competition for available spaces leads to anti-social behaviour and dangerous situations caused by from inconsiderate drivers - blocked driveways, parking on or close to roundabouts, parking leaving insufficient room for delivery and emergency vehicles to get by, abusive reactions when confronted, and so on. A CPZ is the only answer to these increasing problems and I strongly support the proposal.</p> <p>I have a couple of comments:</p> <p>Firstly, the advertised plan is very broad-brush and I hope we will receive a more detailed version of the proposals so that residents can use their local knowledge to point out problems, etc. For example the plan shows permit parking at the northern end of Frenchay Road which would block the access path for bin men to the bin store for the 115-141 block of flats. The placing of parking and non-parking spaces in Frenchay Road in general needs very careful planning as the road is narrow. Also there need to be double yellow lines around the mini- roundabout at the western end of Elizabeth Jennings Way as parking on or close to this roundabout has caused problems in the past.</p> <p>Secondly I object strongly to the ineligibility for permits of residents of Clearwater Place and Complins Close, on the grounds that they are not adopted roads. This is illogical and unfair. There is no difference between these two areas and any other discrete private area on the estate, as all are unadopted. The adopted road in this area is Elizabeth Jennings Way and none of the estate areas leading off it are adopted and they all exist in the same relationship to the road, as indeed do all the other non-adopted areas across the estate in relation to their particular adopted roads. The blocks on Elizabeth Jennings Way all have their own access and parking areas which are private and they all face fully or partly onto the adopted road, including Clearwater Place and Complins Close. As far as I can see there is nothing that distinguishes these two areas from any other across the estate and it would be most unjust and unnecessary if residents there are excluded from the scheme.</p>

(48) Local Resident, (Oxford, Lark Hill)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Stop commuters using the Waterways for long term parking. It is currently one of the few areas within the ring road which is free to park.</p>
(49) Local Resident, (Oxford, Lark Hill)	<p>CPZ - Support Additional Restrictions - Support</p> <p>As a resident I often have trouble parking even though I have an assigned space.</p>
(50) Local Resident, (Oxford, Rackham place)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I'm supporting has I have daughter who drives and she has never anywhere to park because of commuters parking and parking on pavements and on corners, There was a huge improvements with lock down plenty of spaces made real difference and showed the day time parking was down.to commuters now people are back work the problem has got worst again, it's very stressful for residents when visitors come and no parking its worst at the top of the estate specially Rackham Place and Ryder close.</p>
(51) Local Resident, (Oxford, Rackham Place)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I am in support of controlled parking zones. Every morning I see people who don't live at the waterways parking their vehicles at Rackham Place. Sometimes they park their cars in such a way that there are hazards.</p>
(52) Local Resident, (Oxford, Ryder Close)	<p>CPZ - Support Additional Restrictions - Support</p>

	I am in full support of the scheme but slightly confused about whether we are expected to pay for a permit when we have a numbered parking spot (the number matches the number of each flat or house in the cul-de-sac) in our carpark or are we just talking about the turn into Ryder Close and our carpark is excluded.
(53) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Support Additional Restrictions - Support</p> <p>From observing these streets and roads the majority of the day time parking is by commuters to then take the bus in to town, some bring folding bikes in their cars to complete the journey leaving the vehicles to clog the estate.</p> <p>My only concern is the lack of enforcement by the council parking contractors who seem carefree at best, the area by Costa and Lloyds bank in Summertown is a prime example of lack of enforcement.</p> <p>Will residents be forced to pay for parking permits while watching commuter parking carry on?</p>
(54) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Support Additional Restrictions - Support</p> <p>-Far to many cars that do not live here and park all day for work.</p> <p>-Unsafe parking over drop kerbs, corners and on the roundabout at the end of Stone Meadow so you cannot get around properly. (Have also seen non-residents use bike stations designed for residents or get bikes out their cars for the day)</p> <p>-Dangerous situation where cars cannot get through gaps of 2 cars parked either side of the road. If this is the regular case, Ambulances and other emergency vehicles would struggle to attend properties. A lot of properties within The Waterways are apartments/flats so rely on the safeness of knowing they can easily be attended incase of a fire.</p>
(55) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Support Additional Restrictions - Support</p> <p>The Waterway roads, especially Stone Meadow and Elizabeth Jennings, are heavily used as free parking for people</p>

	commuting into the city. This makes is very hard for residents (and their guests) to find parking in their own neighborhood. A CPZ would be VERY beneficial and we fully support the idea. The sooner the better.
(56) Local Resident, (Oxford, Stone Meadow)	CPZ - Support Additional Restrictions - Support I am tired of the Waterways being a giant car-park for Oxford commuters. On weekdays, there are so many cars parked along the roads and that makes it hard for residents to drive in and out of the streets where they live. It is also a serious hazard for emergency vehicles. One day an ambulance or a fire engine will not be able to access a street/home because of inconsiderate parking and someone will die as a result.
(57) Local Resident, (Oxford, Stone Meadow)	CPZ - Support Additional Restrictions - Support I support the CPZ because there are far too many people parking and leaving their cars all day while they walk/cycle to work. Some very irresponsible parking which make it difficult for emergency vehicles to access all areas of Waterways.
(58) Local Resident, (Oxford, Stone Meadow)	CPZ - Support Additional Restrictions - Support To prevent roads being crowded daily by non-residents
(59) Local Resident, (Oxford, Stone Meadow)	CPZ - Support Additional Restrictions - Support At the moment it is a free car park for oxford which results in very congested roads all throughout the waterways area. Dangerous parking often obstructs and blocks roads making access difficult and especially concerning should emergency vehicles need to access. Also, lots of children around creating more risk of incidents. This is a residential area not a car park for Oxford. Also, more pollution for local environment.

	emails
(60) Local Resident, (Oxford, Lark Hill)	<p>CPZ - Support Additional Restrictions – No opinion</p> <p>I like the idea of Permit Parking area, which will allow all those WW resident permit holders to park where they wish, as there will be no signage or marked bays. (except a warning sign at the entrance to the Waterways from Woodstock road.</p> <p>How would a parking officer be able to differentiate between our allocated spaced, (our cars will not need to display a permit) and those spaces which would need a permit.</p>
(61) Local Resident, (Oxford, Lark Hill)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I would like to register my support for the introduction of a Controlled Parking Zone on the estate.</p>
(62) Local Resident, (Oxford, Oxford Canal)	<p>CPZ - Support Additional Restrictions - Support</p> <p>My wife and myself are both car owners and require our vehicles for our employment. We currently park our vehicles on Elizabeth Jennings Way or in the nearby streets of the estate. This is the nearest parking location to our boat but still requires a few minutes of cycling up the towpath.</p> <p>We welcome the CPZ and are willing to pay for a permit if it means we will have a better chance of finding a parking space. Currently, many people use the estate as a “park & ride” facility and leave their cars here all day while walking or bussing into the city centre. We frequently find it hard to find a space if we are coming home during the daytime. It is essential that we are able to park our vehicles on the estate and we hope that the residential boaters of the Agenda 21 Moorings will not be overlooked when it comes to the right to be issued with permits. Many of us run small businesses that necessitate the use of a vehicle and we will have serious problems finding parking elsewhere.</p> <p>The residential boating community at this site pre-dates the building of the estate itself and the residences of the estate</p>

	<p>have allocated parking that we do not.</p> <p>Please ensure that the boaters who have homes at this mooring location are given the opportunity to apply for a parking permit in due time for the introduction of any Controlled Parking Zone.</p>
(63) Local Resident, (Oxford)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I wish to object to the proposed CPZ on the grounds that it fails to include the introduction of double yellow lines on the approaches to the mini-roundabout that links Elizabeth Jennings Way with Coxes Ground and Stone Meadow.</p> <p>While agreeing that double yellow lines should be kept to a minimum, they are absolutely necessary in this situation. Vehicles are frequently parked DANGEROUSLY by this mini-roundabout restricting visibility and leading to unexpected head-on confrontations. Sometimes it is almost impossible to negotiate this roundabout due to dangerous parking on either side of the road. There have been episodes where vehicles have been unable to proceed and have had to try and trace the owners of parked cars in order to have them moved. There is a risk that emergency vehicles could be unable to gain access.</p> <p>The proposed restrictions with low key signage are unlikely to deter this kind of parking. Just as there are double yellow lines at the mini-roundabout at the other end of EJW and at every junction along EJW, so they should be introduced here as part of this plan.</p>
(64) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Object Additional Restrictions - Object</p> <p>Not clear if this is aimed at all residents, or just (generally poorer) occupiers of flats. Some of us are in social housing so we're not millionaires. Don't we pay enough council tax as it is?</p> <p>If the latter is the case then this is inequitable. Why should occupiers of flats be treated differently to occupiers of houses with allocated parking zones within their shared garden areas. Will all residents have to display permits?</p> <p>In any case, far from addressing residents' parking difficulties this will exacerbate them by removing our allocated parking space which we paid for when we purchased the flat. We don't need flexibility of where we park, unless someone parks in our area. Currently we can ask them to move. This goes against our contract of purchase. When we purchased the flat</p>

	<p>our solicitor showed us our allocated space in the car park and explained that it belonged to us as we had paid for it. If you don't own peoples' driveways then how do you own allocated parking areas? This is removing our property and making us pay for it. Surely our car park belongs to the residents and not the Council.</p> <p>The proposal to charge for permits (up to 2 per household) means we will pay £65 with no guarantee of a space to park. Why should we have to pay and display a permit when we have an allocated parking space?</p> <p>Currently there is uncontrolled on street parking on Stone Meadow which visitors do use. Some of the car parks on the estate display 'Residential Parking Only' signs which is fair enough. Ours doesn't but we have never been unable to park. The situation is tolerable.</p> <p>If you must do this, surely it is fairer to charge for additional permits only. This scheme goes way beyond any reasonable proposals for Controlled Parking. Control visitors by all means but when did it become a requirement to pay for our own residential parking?</p> <p>As far as I am aware the street has never been adopted. If that happens it would be reasonable to introduce controlled street parking but that's a separate issue.</p> <p>Also removing line/bay markings serves no commonsense purpose whatsoever. This will make it less accessible for disabled people and parents. Sign and Line clutter? Seriously? Please confirm you will not remove the markings.</p>
(65) Local Resident, (Oxford, Lark Hill)	<p>CPZ - Object Additional Restrictions – No opinion</p> <p>I find the proposal to create a parking zone on the Waterways area is most unnecessary, we do not have a major problem with parking and this is just an example of an over zealous management committee, in a time when money is tight this really is a waste of council ergo public funds</p>
(66) Local Resident, (Oxford, Clearwater Place)	<p>CPZ - Support Additional Restrictions – No opinion</p> <p>I support the Controlled Parking Zone (CPZ) for Waterways proposal, but with reservation. I have occasional visitors and sometimes workmen coming to our flat, they often need to park their vehicles more than the statutory two hours. I would</p>

	<p>like to have parking permits in the CPZ.</p> <p>I learned that residents in Clearwater Place and Complins Close will not be eligible for permits in CPZ. I believe we are as eligible as those living in any other discrete private areas that lead off Elizabeth Jennings Way. The residents of Clearwater Place are part of Waterways. We pay towards the maintenance of the Estate just like Cox's Ground or Elizabeth Jennings Way through Firstport. In addition, there is nothing that distinguishes Clearwater Place from the others facing similar roads on the Estate.</p>
(67) Local Resident, (Oxford, Stone Meadow)	<p>CPZ - Object Additional Restrictions - Object</p> <p>As a resident of Stone Meadow I am totally against this scheme which would be totally unnecessary if the council were to extend the existing double yellow lines, in particular to the extremely dangerous junction of Elizabeth Jennings Way, Cox's ground and Stone Meadow.</p> <p>As it is at present, and will continue to be if the CPZ as described comes into force, traffic is forced to approach this junction from Stone Meadow on the wrong side of the road because of parked cars, and this traffic is then head on to traffic approaching the junction from Elizabeth Jennings Way, a blind corner. There are near misses all the time and have been some accidents already. I cannot emphasise enough how dangerous this is and yet your scheme shows this area as part of the parking scheme all the way round the roundabout.</p>
(68) Local Resident, (Oxford, Complins Close)	<p>CPZ - Concerns Additional Restrictions - Concerns</p> <p>I can see the sense in introducing parking restrictions in the area, as it is used by some people to shorten their commute into town.</p> <p>At present, Clearwater Place and Complins Close won't be included in the scheme, and their residents won't be able to buy permits.</p> <p>It seems highly likely that these two streets, with no restrictions, would be used more by commuters, visitors and Waterways residents with more cars than spaces. If we come home to find that our parking spaces have been taken, we won't be able to park anywhere in the whole area, since we can't get permits for our own neighbourhood. This seems</p>

	<p>both impractical and unfair.</p> <p>If there is to be a scheme, I would like to be able to join it, like the rest of the estate. If this does turn out to be impossible (why would it be? I don't believe any of the streets on the estate have been adopted by the Council - ours aren't unique) then I will request of the Management Committee that they clearly mark each allocated parking space in these streets with the relevant house/flat number, as I don't think any other solution would be adequate.</p>
(69) Local Resident, (Oxford, Complins Close)	<p>CPZ - Object Additional Restrictions - Object</p> <p>We live on Complins Close which in the current proposals is not eligible for either resident or visitor permits. With the introduction of the proposed parking limit on Elizabeth Jennings Way and Frenchay Road, displaced commuters, fishermen, and narrow boat owners, will choose the nearest parking permit free area to park, which in this case is Complins Close. Complins Close is right next to the Elizabeth Jennings Way canal access.</p> <p>It is likely that non-residents will park in resident's parking areas or dangerously near the lawns where children frequently congregate, and potentially block access to the close for emergency vehicles.</p> <p>Our second objection is that visitor parking on Complins Close is extremely limited and often used by 2-car families renting housing on the close. There is currently no mechanism in place for us to have guests, or workmen, present for more than 2 hours, as they will be unable to park either on the close or on Elizabeth Jennings Way. Complins Close has a large number of young families whose extended family do not reside locally. The ability to have grandparents/family who have cars to visit and provide childcare during the week is essential to family life.</p> <p>Finally, we are opposed to this scheme in its entirety as we do not feel that the problems have already been solved by the recent introduction of double-yellow lines on the bridge and on Elizabeth Jennings Way itself. We think it is unfair to penalise both fishermen and narrow boat owners. If the CPZ must go ahead, we would strongly urge that residents of Complins Close be given access to resident and visitor permits and would be willing to pay for them accordingly, and we feel that the same arguments will apply to Clearwater Place as well.</p>
(70) Local Resident, (Oxford, Complins Close)	<p>CPZ - Object Additional Restrictions - Object</p>

	<p>I am a resident of Complins Close, Oxford and write to object to the above proposed CPZ.</p> <p>1. Given the availability of off-street parking to residents I do not believe that the level of parking in the area merits the creation of a CPZ.</p> <p>2. If such a scheme is introduced the exclusion of residents of Clear Water Place and Complins Close is discriminatory and unfair. Off-street parking is available to all residents in the area and therefore these addresses should also be able to apply for Residents permits and Visitor permits.</p> <p>3. Without access to Visitor permits guests visiting residents of Clear Water Place or Complins Close and staying more than 2 hours will have nowhere to park.</p> <p>In the light of the above comments I trust that the County Council will reconsider the introduction of the above CPZ or modify it such that residents of Clear Water Place and Complins Close may also apply for Residents and Visitor permits.</p>
(71) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I live in the modern section of Frenchay Rd, over the canal bridge, and responded to the initial consultation in 2018, stating that I thought parking restrictions were very much needed here.</p> <p>My road is effectively used as a 'free car park' for city workers, who walk into Oxford after parking their cars, often very carelessly, in the street. I have witnessed so many cases of lorries and vans, and even cars not being able to get through because someone has parked too close to one of the narrowing points. In one case a couple of months ago, all traffic was held up for two hours until the driver of the badly parked vehicle was tracked down.</p> <p>I therefore wholeheartedly approve of the proposed measures and assume that the new restrictions will be properly applied through wardens, so that the message to the historical casual parkers gets through asap.</p>
(72) Local Resident, (Oxford, Oxford Canal)	<p>CPZ – Neither/Concerns Additional Restrictions – Neither/Concerns</p>

	<p>Due to the nature of my work I do not have set 9-5 hours, so it is not uncommon to leave early in the day and to arrive back before 'rush hour'. Half my work is based outdoors and half is office based, with some days being solely dedicated to report writing/office work. My narrowboat has always been my home office during this time and due to the current climate will continue to be my office for the foreseeable future. The nature of my work requires me to travel outside of the city and consequently I need the use of a car. When I work within the city limits I travel by bike.</p> <p>As part of the local community, and one that has been established for considerable time I request that an amendment is made to the proposals to allow the boating community to be eligible to apply for parking permits. If an amendment is not added to this proposal, I am of the view that this will have a significant impact on the both the boating community and my business.</p> <p>I have no objection to the proposal in general as I am fully aware of the difficulties that both the Waterway residents and boating community have with parking. I believe a lot of the existing residents have some allocated parking provision which I have always respected so finding a parking space outside of 'normal' working hours (pre-Covid) can be extremely difficult. As such it is welcome that a degree of control is put in place.</p> <p>The concerns I have is that without the amendment to include the immediate narrowboat residents this will be discriminatory to a long-established Oxford community. In addition this will impact greatly on my personnel ability to function as a successful business, with this further impacting on my day to day living with respect to bringing food and fuel (in the winter) to my boat. If parking permits are not available to narrowboat residents I am at a loss to know where I can legally park my car within the city to fit in with my well established work regime and day to day living requirements.</p>
(73) Local Resident, (Oxford, Oxford Canal)	<p>CPZ - Neither/Concerns Additional Restrictions - Neither/Concerns</p> <p>Due to the nature of my work I do not have set 9-5 hours, so it is not uncommon to leave early in the day and to arrive back before 'rush hour'. Half my work is based outdoors and half is office based, with some days being solely dedicated to report writing/office work. My narrowboat has always been my home office during this time and due to the current climate will continue to be my office for the foreseeable future. The nature of my work requires me to travel outside of the city and consequently I need the use of a car. When I work within the city limits I travel by bike.</p> <p>As part of the local community, and one that has been established for considerable time I request that an amendment is made to the proposals to allow the boating community to be eligible to apply for parking permits. If an amendment is not added to this proposal, I am of the view that this will have a significant impact on the both the boating community and my</p>

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(74) Local Resident, (Oxford, Frenchay Road)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>I object to the proposal for a CPZ in the Waterways because we do not need one. We do not now, and did not before lockdown, when arguably there might have been more commuters parking in the road, have a problem parking our car in Frenchay Road. We do not want the cost/restrictions which a CPZ will present i.e. a yearly cost to us forever going into the future, and the need to give visitors parking permits which from experience of living in other roads with CPZs can be a headache. Visitors parking permits are really not needed as there is no problem with finding parking. I do not have an opinion on double yellow lines in Elizabeth Jennings Way because I do not know what any parking issues might be there.</p>
(75) Local Resident, (Oxford, Elizabeth Jennings Way)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>As a GreenSquare resident of a property at 19-35 Elizabeth Jennings Ways it is not clear from the consultation documents whether a resident permit is needed for the designated car park to the rear of these flats off Ryder Close to the east of the play space. Although within the CPZ it is not identified as either 'No Waiting at any time' or a 'Parking Place'. Could this be clarified? Also, there are visitor spaces currently allocated in this car park - will visitor permits be needed for these? Finally, could you confirm whether there is a legal agreement between GreenSquare and Oxfordshire County Council for the use of this car park, and if so, the current status of this agreement? Could someone from Oxfordshire County Council acknowledge and respond to my concerns?</p>

	<p>(addendum 17/09/2020 - GreenSquare has confirmed that this car park is in its' ownership. It is also identified in the Site Layout for Affordable Housing in Planning Application 04-01170-FUL on the Oxford City Council website. It is my understanding that there is also a s.106 agreement in existence (Planning Application 02-01241-FUL) which states (para 22, page 5 of 84) that "The parking spaces shall be reserved exclusively for the occupants of the flats/houses and their visitors and should not be used for any other purpose without the prior written consent of the Local Planning Authority". Could you confirm that this is the case, and if this provision is to be disregarded, the legal justification for this? ie Does any proposed change to parking to the rear of 19-35 Elizabeth Jennings Way have the backing of both GreenSquare as the landowner, and Oxford City Council as the Local Planning Authority?)</p>
(76) Local Resident, (Oxford, Oxford Canal)	<p>CPZ - Support Additional Restrictions – No opinion</p> <p>I live on a residential mooring on the Oxford Canal next to Elizabeth Jennings way waterways estate. I am a car owner and require my vehicle for employment as a Gardner and Children's Entertainer. I currently park my vehicle on Elizabeth Jennings way or in the nearby streets of the estate as this is the nearest parking location to my boat but it still requires me to walk down with a wheelbarrow to my boat with my work equipment for approximately 120 yards.</p> <p>In some ways I do welcome to CPZ as I am willing to pay for a permit if it means that I am able to park my car as during the day this can be very difficult as many people park their cars and walk to work in Summertown or go on the bus to Oxford city centre.</p> <p>It is essential that I am able to park my vehicle on the estate where I live and I hope that the residential moorers of agenda 21 morning will not be overlooked when it comes to the right to be issued with permits.</p> <p>Many of my neighbours also run small businesses which have the essential need for the use of a car and will have serious problems finding parking elsewhere.</p> <p>Also the residential boating community at this site was there before the building of the estate itself and the rest of the estate have allocated parking and we do not.</p> <p>I'll be very grateful if you could ensure that the boaters who live at this location will be given the opportunity to apply for parking permit in due course when and if the introduction of a controlled parking zone takes place.</p>

(77) Local Resident, (Oxford, Complins Close)	<p>CPZ – Neither/Concerns Additional Restrictions – No opinion</p> <p>As long term residents of Complins Close, we, along with quite a few others who live in this Close, are puzzled and disappointed that Complins Close and Clearwater Place are not yet included in the OCC Waterways Estate road adoption scheme and will be at a disadvantage because, as this stands, they will be ineligible to join the new CPZ scheme. There are several disadvantages including the inability for us to secure permits and the knowledge that people who don't live here but who work in Summertown or Oxford will find their way to Complins Close and Clearwater Place and park for free all day. This seems to be both illogical and very unfair; surely both Complins and Clearwater Place are no different from any other road in the estate.</p> <p>Complins Close and Clearwater Place could be at a serious disadvantage if the scheme goes ahead without the adoption of these roads into the scheme.</p> <p>We would be very grateful if you would kindly look at this again and treat all the roads in the Estate with the same entitlement.</p>
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Division(s): Goring

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020 GORING – B4009 HIGH STREET – PROPOSED TRAFFIC CALMING MEASURES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of traffic calming measures at B4009 High Street, Goring, as advertised.

Executive summary

2. The provision of traffic calming measures is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. This report presents responses received to a statutory consultation to introduce a traffic calming buildout, flat top road hump and realigned footway at B4009 High Street, Goring.

Background

4. The above proposals as shown at Annex 1 have been put forward in conjunction with Goring Parish Council, who have undertaken to majority fund the project subject to approval being given to proceed with the scheme.

Consultation

5. Formal consultation was carried out between 29 July 2020 and 28 August 2020. A notice was published in the Oxfordshire Herald series newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Goring Parish Council and local County Councillor. Letters were sent directly to approximately 105 properties in the immediate vicinity and public notices also placed on site.
6. 61 responses were received. 32 in support (52%), 15 objections (25%), 13 raising concerns (22%), and 1 non-objection from Thames Valley Police.

7. The responses are recorded at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police expressed no objection to the proposal.
9. Objections and concerns have been received from residents and a local group on the grounds of need for, and the nature of, the proposed measures; that drivers will avoid the High Street by diverting around less suitable village roads such as Station Road and Cleve Road; that the scheme is an expensive waste of money; and regarding the finer points of the design of the build-out and the realigned footway.
10. Responding to the first point, the advertised scheme and its proposed measures are the culmination of the Parish Council discussing traffic issues in the High Street with local businesses and OCC in 2014/15 and undertaking an informal consultation in the village on the feasibility of the scheme in 2017, when 90% of responses were in favour. In respect of this formal consultation, which has majority support, the Parish Council held a full council meeting to review the responses, instructed their consultants to make some minor amendments to the design and agreed to proceed with the scheme.
11. Regarding the second point, it is not felt that the proposed measures will result in drivers avoiding the High Street. The flat top hump does not restrict the passage of vehicles along the road and the build-out is an addition to the existing priority working system. However, the Parish Council have stated that they will monitor the impact of the scheme over the next twelve months to see whether further action needs to be considered.
12. Goring Parish Council are providing most of the funding for this scheme which they believe will significantly benefit pedestrians and local businesses.
13. Lastly, concerns raised about the narrow carriageway alongside the build-out and the narrow corner of the realigned footway have been acknowledged by Goring Parish Council and their consultants, with the respective widths being increased.

How the Project supports LTP4 Objectives

14. The proposals will help facilitate the safe movement of vehicular traffic and pedestrians.

Financial and Staff Implications (including Revenue)

15. The proposed measures will be majority funded by Goring Parish Council with a contribution from the County Council's Area Town/Parish Support budget.

Equalities Implications

16. The proposals are considered not to have any implications in respect of equalities.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Scheme Plan
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Lee Turner 07917 072678

September 2020

ANNEX 1

NOTES

1. Based upon topographical survey drawing 81931068-4101.
2. See 8193036-6401 for General Design Notes.
3. Dimensions not to be scaled.

KEDY

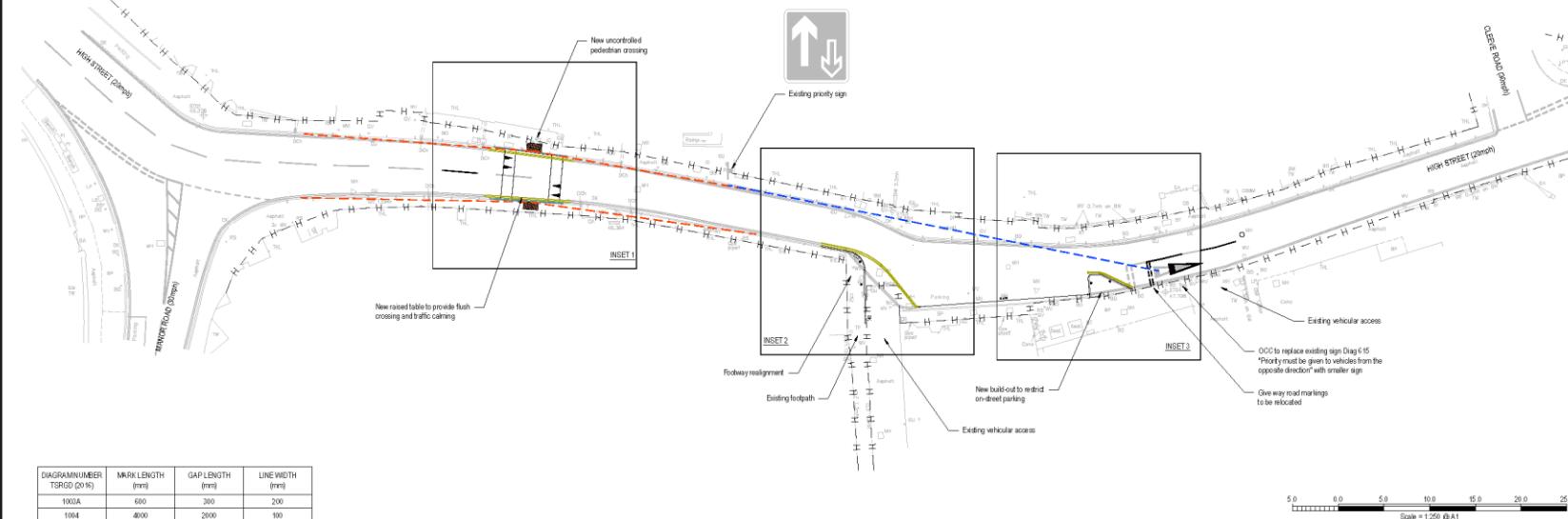
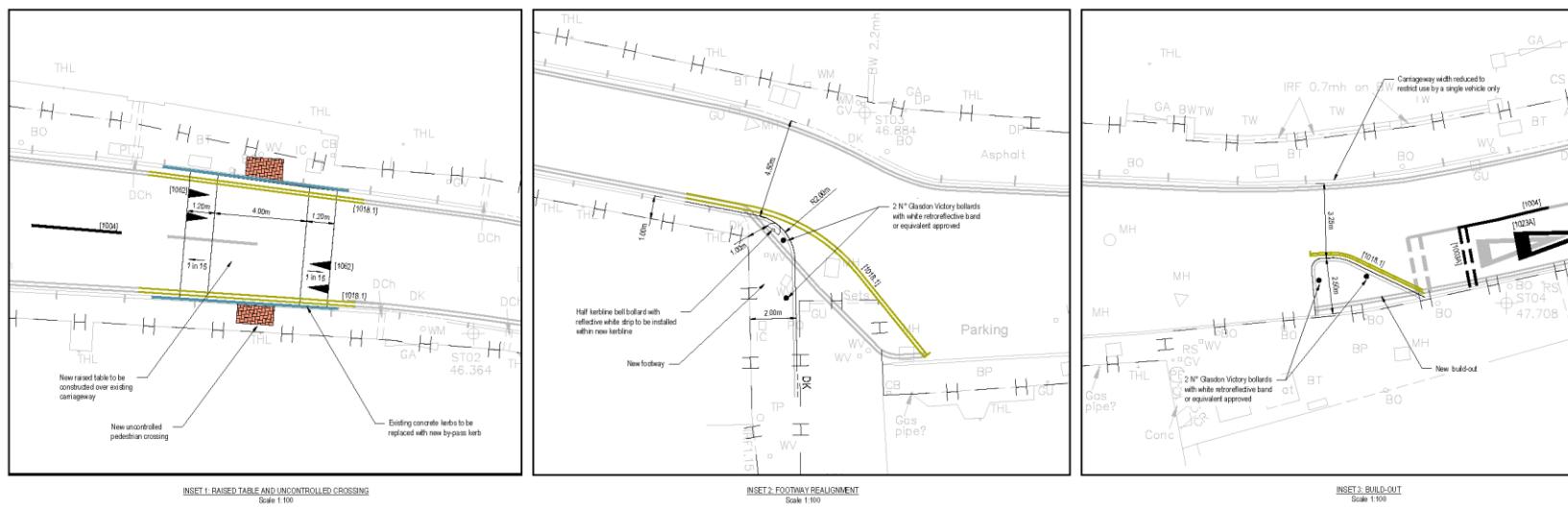


DIAGRAM NUMBER TSG0 (2016)	MRK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1003A	600	300	200
1004	4000	2000	100
1023A	Give way triangle (height 375mm)		
1018, 1	Double yellow line		50
1067	Dragon Teeth (height 750mm)		

ROAD MARKING SCHEDULE



A1	First issue	11/03/2000	MF
Prev	Description	Date	Chq
 <h1>Glanville</h1> <p>Cornerstone House 62 Fawthill Road, Didcot Oxon, OX11 7AD Tel: (01287) 615569. Fax: (01287) 817799 post@glanvillegroup.com www.glanvillegroup.com</p>			
Client:	Goring Parish Council		
Project:	Highway Improvements High Street, Goring		
Title:	General Arrangement and Road Markings		
Project Engineer	Mitchell & Webb	Scale	As Shown
Project Director	M. Ford	Date	March 2000
Status	APPROVAL		
Drawing No.	8190396/6400	Prev	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Online Response, (Goring-on-Thames)	<p>Object - It is an expensive waste of money and will merely exacerbate the problems of vehicles trying to pass each other in the High Street. The raised kerb will make crossing the road for pedestrians (which they frequently do at this point) difficult and dangerous. A simple pedestrian crossing would be cheaper and more effective.</p>
(3) Local Resident, (Goring-on-Thames)	<p>Object - Proposed measures have not been fully thought through, will not be effective, and will have unfortunate unintended consequences.</p> <p>Issue with high street is cars heading west not observing the priority. However, this is not helped by cars parking on the west facing side of the street meaning cars heading west have to set-off into the single lane area before cars heading east come into sight. At the moment this causes minor inconvenience but is manageable, however with new measures this will create significant issues and block the road. If these measures are to be implemented then parking on the side of the street should be removed. If this is not possible, then as a minimum traffic wardens need to be employed to stop individuals parking illegally on double yellow just short of the allowed parking (which causes some of the issues for the cars).</p> <p>Part of the issues of car speed is vehicles accelerating to get through the 'gap' before oncoming cars arrive. By removing the parking, it significantly shortens the 'gap' and reduces the issue.</p> <p>The increased delays caused by the proposed traffic calming measures to vehicles heading west bound will result in an increase in vehicles circumventing the high street through use of Station Road and Manor road. This is undesirable for a whole number of very obvious reasons, not least the lack of pavements on station.</p> <p>Simply removing (or reducing) the parking outside the arcade will significantly improve traffic flow, and reduce speeds as people do not accelerate into the gap (perhaps counter-intuitive that widening the road will reduce speed, but it</p>

	will). This is also considerably cheaper to implement than other proposed measures, and therefore not waste council and taxpayer's money. I strongly suggest this is at least trialled before implementation of other measures. If council is still concerned about speed then implementation of 20 MPH zone could be considered.
(4) Local Resident, (Goring-on-Thames)	Object - I fully support road calming for Goring High Street, but must object because, living in Yew Tree Court, and having to walk down Station Road which has no pavements, I can envisage traffic using Station Road to avoid the High Street. Traffic using Station Road already goes too fast.
(5) Local Resident, (Goring-on-Thames)	Object - Traffic lights would be a better solution.
(6) Local Resident, (Goring-on-Thames)	Object - As the owner of a property on High Street this has a large negative impact on my property. I would like to register my strong objection to scheme. As a further suggestion - it would be a lot more cost effective to install a camera and fine the irresponsible drivers who park outside the cafe/bakery.
(7) Local Resident, (Goring-on-Thames)	Object - You must realise that every few years a new Parish Council dreams up a traffic scheme. I know this from my personal experience of living here for 25 years and being a Parish Councillor myself when the previous 'great idea' was implemented. At that time, this was the '20 mph limit from Goring Bridge through the High St'. It brought nothing but a lot of ugly road signs and painted marks on the road and expense and pointless work. The traffic does not need calming. No further obstructions or restrictions are needed. There is no history of serious injury on this stretch. Be strong and resist the Parish Council and they will eventually go away. Use your TRICS data which will tell you that the stretch is already sub-standard. If you want to do anything, take away ALL the signs and road markings which will be much more calming for the traffic and hopefully, the frustrated drivers.
(8) Local Resident, (Goring-on-Thames)	Object - These measures will only divert traffic along Station road, which is two lane, has on street parking and has no pavement for much of the way. It is the most direct pedestrian route into the village from the station and much used by children and their parents with pushchairs going to primary school.

	This road is dangerous for pedestrians now and in my opinion would be lethal with increased traffic
(9) Local Resident, (Goring-on-Thames)	<p>Object - This measure will make it more difficult for motorists to get through the village centre. This will inevitably mean that they will seek a "rat-run" to avoid the centre. The obvious "rat-run" is via Mill Road, Cleeve Road, Glebe Ride, and Thames Road. There are two major safety concerns arising from this.</p> <p>Firstly, significant sections of Mill Road and Cleeve road are narrow and without pavements to separate cars and pedestrians. These roads are regularly used by walkers and in particular children (often unaccompanied) attending the primary school. The increased traffic will put pedestrians at significantly increased risk.</p> <p>Secondly, traffic already speeds along Cleeve road and in the absence of any limit enforcement or speed control measures this problem will only get worse. Again, causing a significant safety issue.</p> <p>If this scheme goes ahead speed humps or similar are needed in Mill Road and Cleeve road to mitigate these issues. These should be an essential addition the scheme.</p>
(10) Local Resident, (Goring-on-Thames)	<p>Object - In my opinion the biggest problem is the thoughtless illegal parking on the junction by the Arcade. If something was put in place to allow 2/3 vehicles to park outside the Fish & Chip Shop/ Hairdressers only, as per existing, and stop all other cars parking on the yellow lines on the junction outside Inspirations/The Village Cafe then moving throughout the High Street would not be a problem.</p> <p>Driven properly two cars can pass comfortably all the way down the High Street, I know as I've done it many times, but as soon as people park illegally on the junction it blocks the whole system.</p> <p>We do not need a 'raised table' to calm the traffic as nothing can pass through the High Street very quickly, anyway, so the speed of the traffic is not an issue. The bend at the Millar of Mansfield slows traffic down.</p> <p>A 'raised table' is also a pain for cyclists and horse riders etc to negotiate. It is not the speed but the volume of traffic that now passes through that potentially presents the problems.</p> <p>Maybe a zebra crossing, outside DavisTates, would help pedestrians crossing at busy times.</p> <p>Finally, I would like to ask how many accidents have there been in the past, say, 10 years, that warrants a change in</p>

	layout anyway.?
(11) Local Resident, (Goring-on-Thames)	<p>Object - I use Goring High Street frequently both as a pedestrian and a driver and have not observed any major problems.</p> <p>The traffic in Goring High Street has increased from road actions in Oxfordshire near to Goring e.g. the traffic calming devices in Cholsey and the toll increases on Whitchurch Bridge both forcing traffic through a less congested and cheaper route.</p> <p>The proposed calming measures seem to be similar to other calming systems around Oxfordshire which cause very long queues at busy times and result in traffic queue jumping and the creation of alternative 'rat runs'. The calming measures will divert traffic from Goring High Street to the parallel residential roads with the corresponding safety problems.</p> <p>Why solve a perceived problem by creating a real problem? Removing the other traffic calming devices and possibly subsidising Whitchurch toll will do more for 'traffic calming' in Goring and the rest of the surrounding area than any of the proposals will do.</p>
(12) Local Resident, (Goring-on-Thames)	<p>Object - I live on Goring High Street and having taken time to watch this area, the only problem I have witnessed is caused by the illegal and inconsiderate parking on the yellow lines and on the junction outside Inspirations and the Arcade.</p> <p>Approximately 3 cars can park outside the Hairdressers/Fish & Chip Shop, but invariably during the day there can be 5/6 cars parked there. Stop the illegal car parking on the High Street and it stops the problem. If the footpath outside the Goring Grocers was also reduced, two cars could then pass easily along the High Street.</p> <p>There is also no need for a 'raised table' as speeding is not an issue. Vehicles have to slow down anyway on the bend when coming past the Miller of Mansfield.</p> <p>I would suggest with Council/Highways financial constraints at a premium, the money could be better spent elsewhere. How about re surfacing Station Road!!</p>

(13) Local Resident, (Goring-on-Thames)	<p>Object - These proposals include the provision of a “traffic pinch”. I believe that this will force through traffic to try to divert down the parallel Station Road. I live directly on Station Road and am daily frightened by the rapidly increasing number and size of vehicles down this road.</p> <p>There is also significant and increasing pedestrian movement particularly visitors either leaving the railway station or from the car park using it as the most direct route to the riverside picnic area at the bottom of Ferry Lane. Station Road is much narrower than the High Street, has only a short length of pavement outside Belleme Mews and outside the Tithe Barn is very steeply cambered consequently pedestrians, often in groups are forced to straggle across the road in an inherently dangerous way.</p> <p>With no rear access to the houses on either side of the road cars can only exit those properties directly across the road virtually unsighted to any vehicle, usually fast moving.</p> <p>The proposal to introduce a traffic pinch should be abandoned. Alternately through moving traffic, particularly heavy vehicles, should be prohibited from accessing Station Road from either end with additionally repeat 20 mph speed signs.</p> <p>Quite apart from the pedestrian safety aspects the existence of two narrow and physically constrained right-angle turns makes total blockage of that route by large commercial vehicles a virtual certainty.</p> <p>I hope that these points can be given due and serious consideration.</p>
(14) Local Resident, (Goring-on-Thames)	<p>Object - Station Road is already unsafe and these proposed measures for traffic calming in the High Street will exacerbate the existing problem and it is only a matter of time before a tragedy unfolds.</p> <p>Goring, a beauty spot is a lure for visitors, particularly now due to travel restrictions hence the huge increase in the number of cars in the heart of the village. Online deliveries are much in evidence too and increase the flow of traffic.</p> <p>Heavy duty vehicles, passing through or delivering building materials do not use Sat navs especially designed for large commercial vehicles and the personal ones direct onto smaller roads. The increase in house building in this village will see an increase in deliveries from lorries too.</p> <p>Station Road is unsafe. The only small stretch of pavement outside Belleme Mews is frequently blocked by vans or parked cars, thus pedestrians and people with mobility aids and those with buggies have to walk on the road. Similarly, with parking further up the road, pedestrians have to circumnavigate these cars and vans.</p>

	<p>The road is well used by pedestrians, walking to the library, the shopping arcade, the station and information centre, plus of course access to the John Barleycorn and Catherine Wheel. Many users are elderly or those with young children.</p> <p>Already drivers frustrated by traffic in the High Street will use Station Road as a 'Rat run.' This occurs more so when drivers are not local and unaware of village life. The speed of cars cornering from Manor Road and increasing speed is truly unnerving at times.</p> <p>When suggesting solutions for the High Street, consider the dangerous implications for Station Road. What is done cannot always be undone and we do not want to witness thoughtless tragedies in our beautiful village.</p>
(15) Local Resident, (Goring-on-Thames)	<p>Object - I've lived in Streatley for 31 years and have used Goring High Street as a pedestrian and a driver for all these years.</p> <p>The traffic has got worse due to nearby so-called traffic calming measures introduced by Oxfordshire Council. For example, the road obstruction in Cholsey which causes massive congestion at that point and has consequently increased the traffic flow through Goring High Street.</p> <p>Queues in Goring High Street are also caused by the PEDESTRIAN sequence at the Bull traffic lights at Streatley. The pedestrian sequence didn't use to exist, when it was introduced it was intended to give priority to traffic rather than pedestrians. This is no longer the case. At school time the button is constantly being pressed causing a traffic jam which unbelievably extends to Goring rail bridge. This could easily be changed.</p> <p>This proposed speed bump in Goring High Street causes noise and pollution. The pull-out moves the pinch point further east and further up the High Street to the narrowest point of the High Street. Traffic will try to pull out quickly and dangerously and will force vehicles onto the pavement.</p> <p>It will create rat runs through residential streets running parallel to the High Street with resulting safety issues. This is totally unfair to residents who have chosen to live in quiet roads and not on a High Street.</p> <p>The SOLUTION is do nothing and remove other dangerous restrictions in the local area.</p>

(16) Resident, (South Stoke)	<p>Object - Traffic through Goring High Street is already slow due to the nature of the road layout. The road width outside Massooms and on the corner by Mary S naturally slow the traffic and force one lane of traffic at a time. Delivery vans and parking further restrict traffic flow. Any additional traffic calming measures would further confuse drivers who already have a complex road layout made even more difficult by taking due account of pedestrians.</p>
(17) Local Resident, (Goring-on-Thames)	<p>Concerns – I support these measures but I am concerned that the carriageway is narrow on the eastern approach to the 'give way to oncoming traffic' sign. The measures will (hopefully) result in more drivers letting oncoming traffic through, but if a queue forms behind the waiting vehicle the oncoming traffic may not be able to get past the queue. Result: gridlock or driving on the pavement.</p> <p>The only way I can think of to resolve this would be to have another Give Way to Oncoming traffic sign before the point where the road narrows – near the junction with Cleeve Rd. However, this might make exiting Cleeve Rd even more difficult than it is at present since traffic given way to may speed up past the junction. Right hand side visibility is poor entering the junction from Cleeve Rd and drivers have to edge out and this relies on traffic moving slowly on the High Street. A car waiting to give way would be a warning not to edge out so it might work.</p>
(18) Local Resident, (Goring-on-Thames)	<p>Concerns – I would like to feedback on the proposals and raise serious concerns over their potential impact.</p> <p>a) "Informal" crossing point... I see very little value in this and only £ that could be better invested elsewhere (20MPH speed sensor?)</p> <p>b) a kerbed "Build-out" ... I see value to this as it would help avoid the danger caused by inconsiderately parked vehicles. The "Built-out" element should be correctly positioned to allow limited parking in front of the shops. I would also suggest that this parking be time restricted to allow food collection and drop off to the hairdressers</p> <p>c) footpath improvement ... ok</p> <p>Now to my main concerns. I've attached a map which shows an existing "rat run" that could face increased traffic volume as a consequence of High Street change. It already has places where accidents are waiting to happen:</p> <ol style="list-style-type: none"> 1. Mill Rd coming up to Wallingford Road is a blind junction 2. Under the railway bridge is single lane 3. Bend is blind and due to parked cars and is single lane 4. Cleeve Rd is a give way going into Glebe Ride. This is largely ignored by vehicles coming either from the High

	<p>Street or Cleeve Road. With kids at play in the Recreation Ground this is dangerous</p> <p>5. I look out onto Glebe Ride and frequently see vehicle break lights being applied due to the blind bend and cars parked on the north side (as the maps shown). Speed through this one-way section is also an issue</p> <p>6. This is an abrupt junction that is difficult to enter from the B4009 coming from the west</p> <p>I would suggest that with changes to the B4009 that:</p> <ul style="list-style-type: none"> • A speed limit through Thames Rd, Glebe Ride and Cleeve Road be set to 20MPH • The junction at of Glebe Road and Cleeve Road (4) be improved to make sure drivers slow/stop before proceeding • Speed calming measures be installed along the west side of the Recreation Ground and along Glebe Ride/Thames Road (full road width speed bumps) <p>Generally: enforce the 20MPH through the village either aggressively with a speed camera/periodic mobile traps or passively with a speed board</p>
(19) Local Resident, (Goring-on-Thames)	<p>Concerns – The proposals Inset 1 and 2 make perfect sense as planned. For Inset 3 we believe the solutions could be improved. I have attached a pdf-file with sketch showing how we think an improvement could look like.</p> <p>We like to suggest relocating the road markings 'Give Way' another 7 or 8m to the East, then located near the parking space of the Pharmacy. Thus, we would avoid traffic jams with cars trying to turn into the vehicular access for the Arcade Parking, especially when they are coming from the Streatley/Thames side. This is, certainly during busy times (mornings around 10AM, Saturdays while shops are open) already the case now, causing grief to drivers and pedestrians. It would not increase cost, which I understand is important.</p> <p>Another advantage will be, in the future, when the 'Thames Court', one of the few designated development areas within the newly adopted Goring Neighbourhood Plan (GNP) is developed and more pedestrians will use the access route opposite the vehicular access of the Arcade, I personally even like to think that another ramp (as in Inset 1) will make sense then at this location, thus calming the 'shops' stretch of the high Street even more or better.</p>
(20) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - I support the overall idea but can see no reason why a zebra crossing cannot be included instead of the proposed "Raised Table 'Informal' Crossing Point". An uncontrolled zebra crossing will provide a method of crossing Goring High Street which is safe for old people and families, gives priority to pedestrians, and avoids the uncertainties that arise when using an informal crossing point.</p>

	<p>Two yellow globe beacons will be needed ('Belisha beacons') in accordance with Section 16, Zebra Crossings, in the Traffic Signs Manual, Chapter 6, 2019.</p>
(21) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - I fully support the raised table and the footway realignment outside Mary S. I have, however, concerns about the third measure.</p> <p>The Build-Out will, no doubt, achieve the desired restriction of on-street parking outside the shops, but the resultant carriageway restriction to 3.25m (1.25m narrower than the current main pinch point outside Mary S) may well cause significantly more traffic congestion in the High Street than is the case at present.</p> <p>The Build-Out may well calm the traffic speed but increase driver frustration when there is a line of vehicles built up at this new pinch point, possibly causing some to rush past the Build-Out when they see a line of oncoming traffic coming up the High Street. If they misjudge the timing, they would be forced to pull in alongside the parked cars outside the hairdressers which would slow down the upcoming traffic.</p> <p>Hopefully drivers will avoid this temptation, but unless large commercial vehicles and the massive tractors and farm vehicles are restricted from using this stretch of the High Street, I can envisage new problems caused by this change, including more incidents of mounting the pavements.</p>
(22) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - I have a concern that there is insufficient space for two lines of traffic above the give-way system that will likely mean longer queues of traffic waiting before passing the new build-out feature required to support the traffic calming proposed. It is already very tight when a large vehicle is waiting outside the Chemist and Masoom's so this either needs to be addressed by either 1) limiting the vehicle size allowed through this road junction or 2) consideration must be made to widen the road at that point, noting however, that there is already limited pedestrian access so this will be difficult. Putting in traffic calming measures that then mean cars have to mount the pavement opposite the Chemist to pass waiting traffic is not solving the problem but just moving it somewhere else.</p>
(23) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - I completely agree with traffic measures being introduced to improve the safety of pedestrians through the high street. The raised area sounds good but I don't understand why narrowing the road would help. Vans and lorries already get stuck there unable to pass each other.</p> <p>While discussing this, please could I ask you to consider traffic calming measures on the Reading Road near the junction with Fairfield road. We live near the corner and you can see from the state of the wall the number of cars that</p>

	<p>have scraped it. Since working from home, I have become very aware of the screeching of brakes and near misses on multiple occasions each day. There have been two collisions in the last 6 months alone. Cars fly around the corner blind on the wrong side of the road and are not aware that the road isn't wide enough for two cars, let alone a car and a lorry. It is a lethal corner and there will be more accidents. Even clearly painted road markings would help. Thank you.</p>
(24) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - As well as Calming in the High Street, Station Road must be included because</p> <p>Minimal pavements Elderly using the Library Traffic speeds are high Dangerous and not pleasant Pedestrians from Station</p>
(25) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - We are very supportive of the proposed traffic calming measures being put forward in the High Street, although we strongly believe that these must be combined with other measures to ameliorate the effect the traffic calming will have on other adjoining and parallel roads.</p> <p>Our strong concern is that the measures in the High Street, once they are built, will inevitably encourage a much greater flow of traffic down Station Road, which at one stage was the village high street and which is woefully inadequate to cope with the existing level of traffic, let alone any increases. At least four elderly and frail residents live in the road and are confined to wheelchairs or mobility machines and as the road has no pavements and car parking is permitted in several places, it is an already extremely dangerous road to walk down, even for the fitter residents and is most unsuitable for use as a 'rat run'..</p> <p>We would therefore respectfully suggest that the High Street traffic calming measures should only be approved subject to similar measures being taken along Station Road, for example by laying 'sleeping policemen' at the very least.</p> <p>Without this action, we would expect that the High Street measures, once built, will be directly responsible for a serious accident, or worse, to occur in Station Road in the foreseeable future.</p>

(26) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - Hello, firstly I do strongly support the need for traffic calming measures but with a number of concerns. There is a risk to pedestrians all the way along the High St not just in the village centre. One of the main risks is traffic travelling too fast down the High Street from the junction with the Wallingford Road. Drivers do not see the 20mph speed limit as they turn onto the High Street and, regularly, there are vehicles travelling around over 40mph down the hill in a 20mph zone. There are no pavements on the left as you approach the village centre from that direction. Traffic coming down the hill must be slowed. The same problem exists with drivers coming too fast from the other direction over the river bridge, which again only has pavement on one side, meaning pedestrians regularly have to step onto the road to pass each other. Even though the 20mph sign is more visible here, than at the top of the High St, vehicles need to be slowed over the bridge. So, the proposals need to extend beyond the village centre to address where the real speeding issues lie. My other comment is that there is a risk that drivers will by-pass the village centre and drive around Thames Road / Glebe Road / Cleve Road; roads which are not designed for heavy traffic and have multiple hazards. There must be something in the proposal that deters this. i.e. traffic calming measures or traffic restrictions.</p>
(27) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - My concern is that even more traffic wanting to get through the village will use Station Road (a parallel road) to avoid the restrictions in the High Street if the measures proposed go ahead. In fact, Station Road itself urgently needs traffic calming measures before a serious accident to a pedestrian takes place. The road has very minimum pavement (only outside Belleme Mews) and some limited parking at the top end. To be frank pedestrians walking to and from the station take their lives in their hands as vehicles do not observe the 30-mph speed limit. The parked cars add more danger when pedestrians cannot always be seen, particularly in bad light. This road in its present form is truly a danger to anyone walking along. I have heard reports of near misses. Are we not ameliorating one problem while worsening another?</p>
(28) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - I support the comments made by MIGGS, the Mobility Issues group, on 23rd August 2020, in particular the need for the revisions he proposes to the pavement outside no. 1, High Street.</p>
(29) Local Resident, (Goring-on-Thames)	<p>Neither/Concerns - While generally I support this scheme, which I think will be helpful in calming the traffic in Goring High Street - and therefore make it safer - I do have one reservation.</p> <p>This road is used quite frequently by agricultural traffic and some extremely large vehicles, with wheels some 8 foot high or more, come through the High Street. I am concerned that where the road is being narrowed to 3.25 metres it may not be wide enough for these vehicles, thus forcing them onto the footpath on the north side of the High Street.</p>

	This would constitute an even graver danger than the current one.
(30) Local Resident, (Goring-on-Thames)	Support - Something needs to be done but I'm not sure the proposed measures are the answer. Why not simply have a red arrow one-way sign/system?
(31) Local Group, (MIGGS, the Mobility Issues Group)	<p>Support - We support unequivocally (1) the proposed Raised Table 'Informal' Crossing Point and (2) the proposed Build-Out Feature. We also support the third option, "realignment & improvement of the footway adjacent to Nos.1 & 10 High Street". However, this proposal needs further strengthening to better serve the needs of elderly and disabled pedestrians, especially wheelchair users.</p> <ol style="list-style-type: none"> 1 Overall, this group strongly supports measures shown in the plan prepared by Glanville for traffic calming in High Street, Goring. 2 In the case of the proposed Raised Table 'Informal' Crossing Point, our support is unequivocal. 3 In the case of the proposed Build-Out Feature, our support is also unequivocal. 4 We also support the third option, described in the consultation as "realignment & improvement of the footway adjacent to Nos.1 & 10 High Street". This option was originally proposed to Goring parish council by this group, MIGGS and it is the option that received the strongest support in a local consultation conducted by the parish council in 2017. However, the detail of this option, as shown in the Glanville drawings, needs further strengthening, as follows. 5 The purpose of realignment & improvement of the footway adjacent to Nos.1 & 2 High Street, as proposed by this group in 2017, is to improve safety by enlarging the vision splay for pedestrians, especially people using wheelchairs, emerging into High Street from the Wheel Orchard footpath, which is also the main of two pedestrian access points to and from the village car park and accessible public toilet. 6 In our view, this is possibly the busiest and certainly the most hazardous part of High Street from the point of view of wheelchair users, the elderly and other pedestrians 7 The current westward vision splay for pedestrians at this point extends at best to the Beacon Flooring shop at number 16, on the opposite side of High Street. 8 Pedestrians, especially the elderly, the disabled and those in wheelchairs, need to be able to see traffic approaching from as far off as the Miller of Mansfield, at the junction of Manor Road (as in Picture X1, attached). This picture was taken by standing on the road rather than on the pavement. 9 For a wheelchair user it would be almost impossible at present to get such a good view from a safe position. An ordinary pedestrian has to stand right on the kerb edge to get it. 10 What is needed is for the pavement, with full kerb height, to be as wide as possible at the corner where the

	<p>Wheel Orchard path joins the High Street pavement to the west.</p> <p>11 However, the Glanville plan also shows the corner kerb edge of this pavement as swept at this point. In our view it should be as near as possible at a right-angle, i.e., a much smaller radius.</p> <p>12 We have cut and pasted sections from the plan to illustrate this (see Attachment 3) and provided a picture montage within this attachment to show in a stylised way the difference this would make as seen from the front door of 1-2 High Street.</p> <p>13 Extending and squaring-off the pavement in this way, and repositioning the proposed bell bollard 300mm further from the corner of the building at 1-2 high Street, would add some 300mm (1ft) to the available pavement at that point, enabling a typical wheelchair to turn comfortably and with reasonable safety out of the Wheel Orchard path and westwards along the newly widened pavement towards number 10 High Street. (Incidentally, we strongly welcome this proposed pavement widening.)</p> <p>14 We have made these comments direct to Goring parish council and understand the council is sympathetic to our proposed amendments.</p>
(32) Local Resident, (Goring-on-Thames)	<p>Support - Vehicles currently often travel at excessive speeds in this area and it is very difficult to cross during peak periods. I strongly support pedestrian access being prioritised.</p>
(33) Local Resident, (Goring-on-Thames)	<p>Support - The increasing volume & speed of traffic through the village, makes crossing the road and walking on the pavement dangerous. The High Street is a 20mph zone, a few small signs, which most cars ignore.</p> <p>Through the shops, the narrow part, we regularly have stand-off between cars - which are sometimes resolved with a car mounting the pavement. As the pavements have a low step & are narrow. It's not nice walking up the pavements. With vehicles ignoring the priority sign, along with speeding.</p> <p>I'm guessing single lane traffic with traffic light would be too expensive?</p>
(34) Local Resident, (Goring-on-Thames)	<p>Support - My main reason for supporting the proposal is that more traffic calming measures are essential before a nasty accident occurs. At present the 20 mph speed limit is frequently ignored and some drivers often tailgate those who do observe it.</p> <p>Although I support the proposal I believe it could be improved by building a proper Zebra crossing at the arcade end in place of a traffic build-out.</p>

(35) Local Resident, (Goring-on-Thames)	Support - Too many vehicles coming through the village at speed which is very dangerous. Important to slow traffic to save lives and make village centre safe for pedestrians
(36) Local Resident, (Goring-on-Thames)	Support - This is long overdue and strongly supported. Speeding in the village is a related issue; these works should be accompanied with a speed warning sign between the village centre and the railway bridge.
(37) Local Resident, (Goring-on-Thames)	Support - To make high street safer
(38) Local Resident, (Goring-on-Thames)	Support - The current system whereby traffic coming from Streatley has right of way is poorly sign posted and many do not adhere to it. I also hope this would discourage people using the village as a rat run and in turn decrease traffic overall
(39) Local Resident, (Goring-on-Thames)	Support - I support the comments made by MIGGS, the mobility issues group, on 23 August 2020,
(40) Local Resident, (Goring-on-Thames)	Support - The Traffic sometimes speeds through the village and an accident waiting is to happen! I feel the public would be a lot safer with all the calming plans put forward.
(41) Local Resident, (Goring-on-Thames)	Support - I support the comments made by MIGGS, the mobility issues group. I also support the more detailed comments he made in an accompanying letter. The improvements will also be helpful to parents with young children, pushchairs etc
(42) Local Resident, (Goring-on-Thames)	Support - the necessity to improve safety and efficiency for pedestrians and vehicles in the centre of the village. I also support the comments made by MIGGS, the mobility issues group, on 23 August 2020.

(43) Local Resident, (Goring-on-Thames)	Support - We support the application made by MIGGS, Goring Mobility group.
(44) Local Resident, (Goring-on-Thames)	Support - These proposals are much needed safety measures for all residents and visitors to our village. They will especially help the elderly and wheelchair users Wholeheartedly support these proposals.
(45) Local Resident, (Goring-on-Thames)	Support - I support the comments made by MIGGS, the mobility issues group, on 23 August 2020.
(46) Local Resident, (Goring-on-Thames)	Support - I support the comments made by MIGGS, the mobility issues group on 23rd August 2020. As someone who lives on the High Street we suffer hugely from the speed with which traffic goes through the village and the challenges with the size of construction and delivery lorries and farm machinery trying to pass often requiring use of the pavement areas outside Brewery Cottages and causing huge danger to pedestrians, particularly families with children. The proposals might encourage these to find other routes or at least take it in turns to go through the High Street.
(47) Local Resident, (Goring-on-Thames)	Support - I strongly support all initiatives which will reduce traffic speed and danger to pedestrians especially those with mobility problems. Traffic/pedestrian conflict is a major problem in Goring and needs addressing urgently. I have Parkinson's.
(48) Local Resident, (Goring-on-Thames)	Support - To raise concerns about the continuing increase in traffic on Station Road that I believe will further increase as drivers choose to avoid the traffic calming measures on the high street. Station Road would also benefit from traffic calming measures-there is no pavement, many cars drive too fast, there are many pedestrians walking to the station/to the village/library. Many of these pedestrians are elderly. Additionally, we have concerns about the potential damage to our listed 17 century barn which directly borders the road at the narrowest part of the road where only one car can pass.
(49) Local Resident, (Goring-on-Thames)	Support - I agree with and support the views of MIGGS and want Goring to have a much safer village centre.

(50) Local Resident, (Goring-on-Thames)	<p>Support - - Traffic calming is long overdue on this narrow, traditional village street which carries 6000 vehicles/day.</p> <ul style="list-style-type: none"> - This is a Conservation Area - no materials are mentioned but they must be subject to consultation, sympathetic to the historic centre and sensitively used. - Yellow lines in Goring Conservation Area have always been narrow, pale yellow and of 'conservation standard.' Please ensure these are specified in the contract and replaced carefully and correctly. - A 3.25m carriage width beside the build-out seems narrow. Isn't 3.65m standard? At only this width its highly likely that large vehicles will continue to mount the pavement dangerously outside Brewery Cottages. - Though better than nothing, I believe this is an inadequate and short term scheme. - Enforcing the 7.5 tonne weight restriction through Goring would improve matters significantly by eliminating over-sized vehicles. - Eastbound traffic through Goring should be redirected via Thames Rd, Glebe Ride and Cleeve Rd. Glebe Ride was purpose-built in the 1970s as a bypass for the centre. This one-way system would reduce High St traffic by 50%, freeing up space for wider, safer pavements.
(51) Local Resident, (Goring-on-Thames)	<p>Support - I support the comments made by MIGGS, the mobility issues group, on 23 August 2020.</p>
(52) Local Resident, (Goring-on-Thames)	<p>Support - It seems the most logical plan to calm the traffic through the village.</p>
(53) Local Resident, (Goring-on-Thames)	<p>Support - The proposals are very welcome and should enhance the pedestrian experience of Goring High Street. I think the proposals do not go far enough with respect to the corner leading into the drive to the 'telephone exchange' and hence I support the comments made by John Boler on behalf of MIGGS, the mobility issues group, on 23 August 2020.</p>
(54) Local Resident, (Goring-on-Thames)	<p>Support - As an elderly person with mobility issues, which require me to use both a wheelchair and mobility scooter I have had severe difficulties in crossing over the road at this location. Visibility is limited at the lowest point of where the path opposite to the access by the side of Mary S on the opposite side of the road. This is the only area currently where a scooter with a low amount of space underneath the seated structure can get across. The curbs are not able to enable travel over them due to their current height.</p> <p>The raised area proposed overcomes this current impediment - fully support this welcome proposal.</p>

(55) Local Resident, (Goring-on-Thames)	<p>Support - The traffic does need to be calmed. I was unable to rialto the plan to the locations of existing buildings on the road, or to the road access point to the back of the Arcade which does not appear to be marked. This is very unhelpful for the public.</p> <p>I have therefore assumed that the new build out is not blocking this access. If in fact it is then I would strongly object that that access was being blocked.</p> <p>PLEASE get your consultants to produce land the public can relate to in future!!</p>
(56) Local Resident, (Goring-on-Thames)	<p>Support - I broadly support this plan, but it is important to consider an improvement to consider the needs of elderly and disabled pedestrians - especially wheelchair users (I support the comments made by MIGGS, the mobility issues group, on 23 August 2020). This is very important as Goring has worked to be sustainable and accessible to all.</p>
(57) Local Resident, (Goring-on-Thames)	<p>Support - Pedestrian navigation of the centre of Goring is increasingly difficult, and something which gives pedestrians and particularly those with mobility issues a safe crossing has been badly needed for some time. I have reservations about the 'build out feature' unless it is accompanied by a ban on parking in the section to the west of the build-out.</p>
(58) Local Resident, (Goring-on-Thames)	<p>Support - We live on the High Street, and fully support the proposals you outline. The problem is vehicles mounting the pavement right outside. I am told there is not adequate width of pavement to add a further bollard, to deter this behaviour, but I wonder if effective widening of the pavement, outside the vets could be taken advantage of to do so. I would be grateful if you could consider something like this in the measures you've shared with us.</p> <p>As you can see (and I'm sure you are aware of) some of these manoeuvres are potentially very dangerous, and it's likely that sooner or later, someone could be seriously injured by them.</p>

	I hope you his collection of pictures is useful to you and look forward to hearing about practical progress being made to apply the measures you mention in your letter.
(59) Local Resident, (Goring-on-Thames)	Support - This is a long-awaited improvement scheme that, in my opinion, will do much to improve the safety of pedestrians and reduce the ability of some motorists to park in an obstructive manner. Furthermore, it will improve sight lines to allow drivers to better see vehicles coming from the opposite direction. I fully support the Goring Parish Council in this matter.
(60) Local Resident, (Goring-on-Thames)	Support - We totally support the traffic calming features set out in your letter of 27 July 2020. May I add that the right turn of Red Cross Road onto B4009 is blind and would benefit from having a mirror on the corner of Upper Red Cross Road showing traffic crossing the railway bridge. This has probably been raised before and may not be relevant to your letter proposals.
(61) Local Resident, (Goring-on-Thames)	Support - The calming measures proposed for Goring High street are much needed and we are Very much for it, but please don't forget that in doing so you will create an enormous amount of traffic using Station Road as a quick way through the village to avoid being slowed down in the High Street. We have lived in Thatched Cottage for 55years and the amount of fast-moving cars lorry's etc is unbelievably heavy. There are virtually no pavements, with numerous pinch points, entrance and exit to the car park Library and the Community Centre and path leading to the shopping arcade all accessed by pedestrians with no pavements! If the High Street has traffic calming measures and even if it does not, Station Road most definitely needs similar measures before someone gets knocked down.

Division(s): Wallingford

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020

LONG WITTENHAM – DIDCOT ROAD: PROPOSED ZEBRA CROSSING AND TRAFFIC CALMING MEASURES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of a humped zebra crossing and revised traffic calming measures as advertised.

Executive summary

2. The provision of traffic calming measures is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. The report presents responses received to a statutory consultation to introduce a humped zebra crossing and revised traffic calming feature comprising a symmetrical build-out with cycle bypasses in both directions, the latter feature replacing an existing traffic calming build-out.

Background

4. The above proposals as shown at Annex 1 and Annex 2 has been put forward as a result of the development of land adjacent to the Didcot Road at Long Wittenham.

Consultation on original proposal

5. Formal consultation on the original proposal was carried out between 15 January and 14 February 2020. An email was sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Long Wittenham Parish Council and the local County Councillor. Notices were also placed on site. Letters were sent to approximately 25 properties adjacent to the proposals in the immediate vicinity.

6. Eighty (see *point 8 below*) responses were received. 74 (92%) objecting, 2 (3%) in support and 4 (5%) neither supporting nor objecting, but possibly raising some concerns. The responses are recorded at Annex 3. Copies of the full responses are available for inspection by County Councillors.
7. Thames Valley Police and South Oxfordshire District Council did not object to the proposals. A detailed response (objection) was received from Long Wittenham Parish Council and is recorded separately at Annex 4.
8. A further 16 responses were received. However, those only objected to the re-alignment of the road, with no mention of the proposed crossing or traffic calming and as the road re-alignment was not part of the consultation they were deemed not to be relevant.

Consultation with key stakeholders on amended proposal

9. In the light of the above responses, further discussions were held by officers from the Road Agreements Team and the developers and representatives of Long Wittenham Parish Council. While no fundamental changes to the scheme were identified, some minor adjustments were identified and it was also confirmed that the road realignment was no longer required.
10. Engineers from the Road Agreement Team have revisited the original proposals and investigated alternative solutions i.e. potential 1-sided build out etc. However, these were not deemed a suitable alternative and, as a result, it was agreed that the traffic calming feature approved during the planning process should be used. However, with the addition that appropriate cyclist provision would be included i.e. smother radii around the calming feature and introduction of hatching/tapers that act as an extra cyclist advisory lane to minimise and reduce the amount of conflict between cars and the cyclists when re-joining the carriageway (running lane).
11. Further consultation with key stakeholders was therefore carried out between 6 August and 4 September 2020. An email was sent to Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Long Wittenham Parish Council, the local County Councillor and various groups/organisations representing the cycling community.
12. No further comments were received to this additional consultation. It is worth noting that the email stated that any previous responses would be retained for reporting purposes (including those from the public) and that comments should only be submitted if they differed materially from any original response.

Response to objections and other comments

13. The reason for the originally proposed road re-alignment was so that the developer could achieve the correct visibility from the proposed new access to the development. However, a solution has now been found that will omit the

need for this – thus removing the concerns that a large number of local residents submitted in response to this.

14. The traffic calming is required in this location to prevent excessive speed approaching the bend. If the traffic calming were moved further south, it would provide a long straight between the calming feature and the bend, resulting in the possibility of vehicles to gather speed prior to the bend.
15. The preference at features like this is for cycle users to be ‘physically’ separated from vehicular traffic which bypass features successfully achieve. In terms of concerns regarding the longevity of measures such as these (with examples of those in poor condition cited) OCC will be taking an appropriate commuted sum, which will help ensure its continued and future maintenance.
16. The current 30mph lies 85m from the nearest junction within the village, which is considered to be more than adequate for a rural setting such as this. Officers feel that should this be extended any further there would be a higher risk that the speed limit will not be complied with, especially when considering the fact that the surrounding features are fairly rural in setting, and not sufficiently urban enough to alert drivers to the potential risk.
17. Concerns regarding the impact of the additional street lighting surrounding the development were received. However, it should be noted that the County Councils streetlighting department carried out the design on the Developers behalf and, as such, is deemed to be appropriate for the location.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

19. Funding for the proposed measures has been provided by the developers of land adjacent to the Didcot Road at Long Wittenham.

Equalities implications

20. No equalities implication have been identified in respect of the proposals.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed traffic calming measures
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Aaron Morton 07393 001028

08 October 2020

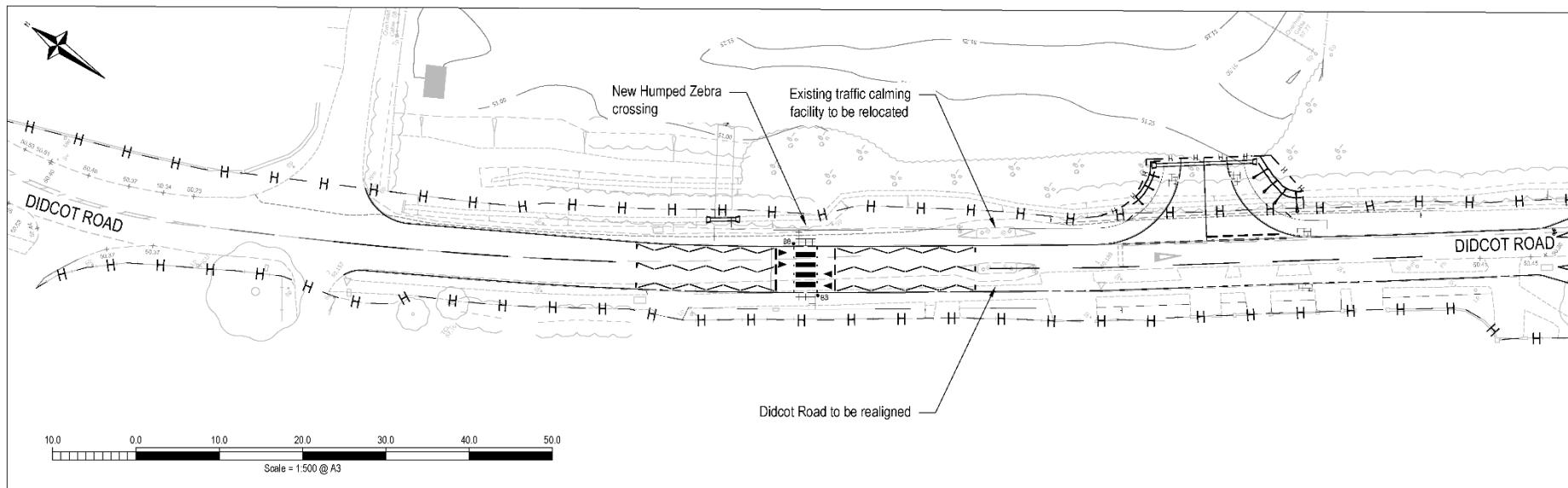
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KEY

- H — Existing highway boundary
- H — New highway boundary



SITE LOCATION
Scale 1:10000 @ A3



HUMPED ZEBRA CROSSING

Scale 1:500 @ A3

New Humped Zebra Crossing

Didcot Road, Long Wittenham

CONSULTATION PLAN

Scale	As shown @ A3
Date	October 2019

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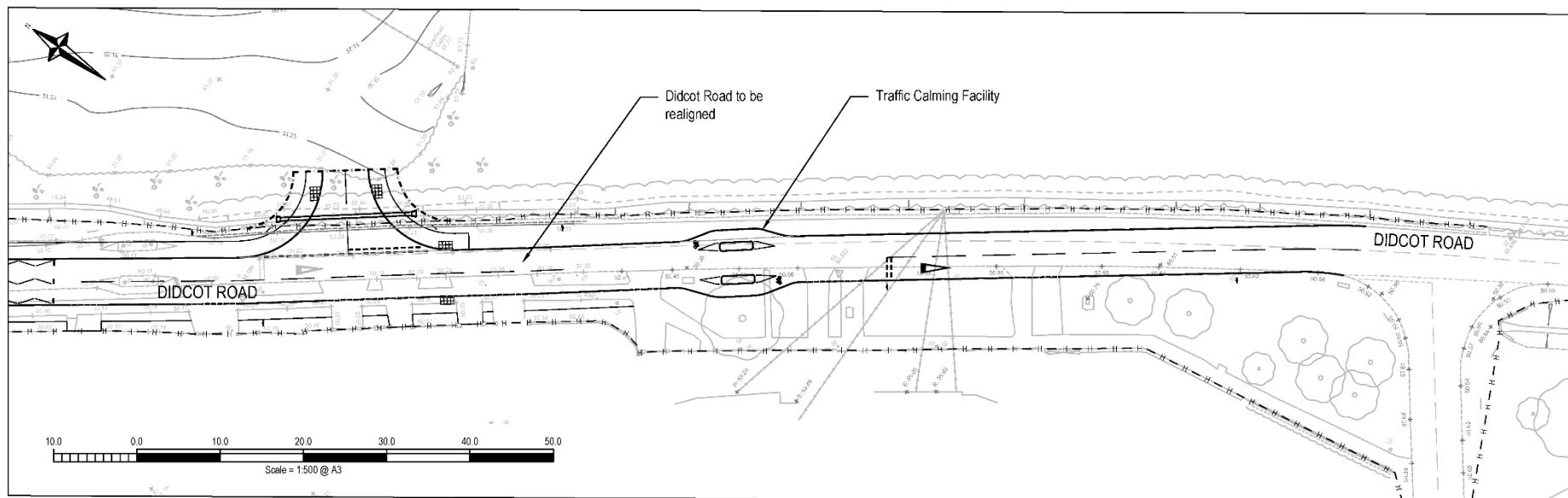
KEY

— H — Existing highway boundary

— - - - - New highway boundary



SITE LOCATION
Scale 1:10000 @ A3



HUMPED ZEBRA CROSSING

Scale 1:500 @ A3

New Traffic Calming Facility

Didcot Road, Long Wittenham

CONSULTATION PLAN

Scale	As shown @ A3
Date	October 2019

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – <i>No comments.</i>
(2) South Oxfordshire District Council	No objection – <i>No comments.</i>
(3) Long Wittenham Parish Council	Object – <i>See Annex 4 for detailed response.</i>
(4) Little Wittenham Parish Meeting	<p>Object – Little Wittenham Parish Meeting wishes to object to the proposed scheme to realign Didcot Road in Long Wittenham put forward to accommodate the Vanderbilt Homes development because of the inevitable impact of traffic movements in this area particularly in Little Wittenham, which already suffers from 'rat-running' and the resultant deterioration of its roads which are extremely narrow and unsuitable for any further increase in traffic levels.</p> <p>The proposal also seems odd and disproportionate as there appears to be a perfectly acceptable alternative which makes this upheaval unnecessary. OCC could allow for the easy resolution of this issue by agreeing that the ditch alongside the length of the road be used to allow the necessary sightlines to be provided. I understand that this has been the subject of ongoing discussions between Long Wittenham PC and their Hub developers Thomas Homes for over a year and I would urge OCC to consider this as the best solution with least impact for both Long and Little Wittenham and the surrounding areas.</p>
(5) Local Resident, (Long Wittenham)	Object - I think this whole construction looks dangerous, having a turning so close to the blind corner of the Didcot Road. Even the zebra crossing could be considered dangerous. Cars already go very fast around the blind bend, even though we have traffic calming

(6) Local Resident, (Long Wittenham)	<p>Object - This is flawed in many ways, but below I have highlighted a few, which are not addressed by the proposed works:</p> <ul style="list-style-type: none"> • The failure of OCC to transfer ownership of the ditch adjacent to the Vanderbilt housing development, despite repeated attempts by LW Parish Council. If this were granted it would not be necessary to move the road 3m to the west, as is currently proposed, and would avoid the consequent issues. Let's get some joined up thinking. • Properties adjacent to the section of road to be moved will experience far greater intrusion from the huge volume of traffic that this road now carries each day and will only get worse as the Didcot expansion plans progress. How can this be justified when it is not necessary, and surely the new housing development should accommodate the road requirements, why should the existing residents have to suffer the noise and fumes even closer to their homes. This is not neighbourly and not fair. • Access to the affected houses will be severely compromised by the additional traffic islands, causing issues for manoeuvring trailers and caravans into their driveways. • The amenity value of the wide grass verges that are to be sacrificed will be lost, these are covered with flowers in the Spring, and contain a number of trees that will be damaged by the groundworks cutting through roots. Loss of trees is contradictory to the Neighbourhood Plan which seeks to protect the landscape. Furthermore, the loss of parking on the driveways will result in on-road parking in this area, with the consequent obstruction to traffic and increased danger to crossing pedestrians. • New developments should add something to our village if they are allowed to be built. Gain not loss. • Street lighting in the area of the proposed works is already poor, and there is no proposal to improve this, again creating an increased risk to cyclists and pedestrians. The automatic speed warning sign will be in the wrong place if these works proceed, but there appears to be no proposal to relocate it.
(7) Local Resident, (Long Wittenham)	<p>Object - I was distressed to here plans to move the road, removing the verge and drainage ditch which will undoubtedly make the road more at risk to flooding. The idea of having 6 months of three-way traffic lights is unthinkable and would cause unimaginable traffic congestion (just look at the issues caused by the temporary traffic lights up Hadden Hill in Didcot this week). Thousands of vehicles travel through Long Wittenham and surrounding villages each day. Going ahead with the proposed change to road layout will cause chaos. Didcot area roads are</p>

	<p>already heavily congested and there continues to be a failure to put in the necessary infrastructure to support the growing population in this area.</p> <p>Having six months of unnecessary roadworks will result in severe traffic problems. Access to Culham science centre, Abingdon and Oxford science centre and other Oxford businesses all rely on using Long Wittenham and surrounding villages. All of which will be extremely difficult if you reduce the accessibility by doing these proposed works. And to be honest will require us to consider if my husband would have to give up his job in Culham as he would not be able to get there on time or be able collect our son from school after school clubs on time. Something that would surely affect many families.</p> <p>Please can you advise why the access to the new houses cannot be further away from the bend. This coupled by reducing the speed limit to 20 mph and adding some road bumps would help improve the safety and be quicker to install.</p> <p>I do not oppose building new homes however, I ask that you oppose the changes to the road layout which are unlikely to improve safety but make it worse for current residents and cause traffic chaos for months unnecessarily.</p>
(8) Local Resident, (Long Wittenham)	<p>Object - The traffic situation is at an extreme at the moment. and with the never ending expansion of Didcot it is bound to get worse, it is a very worrying situation, my Cottage is on the road., and I am very much aware of the rat runners and speedsters that come this way when other ways are blocked. I completely object to the traffic plan with regard to the 36 Vanderbilt homes that are to be built on Fieldside and Didcot Rd in Long Wittenham. If the proposed traffic plan goes ahead, people will automatically come through Little Wittenham and, quite honestly, I don't think we can take anymore. It really is very worrying especially if like me you have pets, or people with small children, it is in the dangerous zone., the speed the drivers drive at, is absolutely gut wrenching.</p> <p>Please can you do anything in your power to stop the traffic plan? I would be so grateful if you could. I have worked with Joe Public all my life and I know how they think and I am sure you do too. If they can't go through Long Wittenham easily they will just turn on the heat and speed up through here</p>
(9) Local Resident, (Long Wittenham)	<p>Object - I am writing to object to the proposed road widening in Long Wittenham on the following points:</p> <ol style="list-style-type: none"> 1. It will remove a verge that provides a green, characterful and pleasant entrance to the village.

	<p>2. It will encourage more speeding motorists on the approach to the village.</p> <p>3. It will remove the amenity of a wide verge from existing residents, A fairer option would be to consider widening on the other side of the road even if this means that fewer new houses will be built by the developer.</p> <p>4. It will encourage parking on the widened area which will reduce road safety and the width of the road.</p>
(10) Local Resident, (Long Wittenham)	<p>Object - I have absolutely no objection to expanding our community with new housing, but I understand that the strict "site line" rules for the proposed access road would entail moving a whole section of the Didcot road westwards by approximately 3 metres.</p> <p>However carefully this work is undertaken it will cause immense inconvenience to the many hundreds of people who use this road daily as a commuter route as well as some significant damage to the surrounding environment and the residents' wellbeing.</p> <p>Surely there must be a better solution by using the existing verge and ditch along the east side of the road and incorporating the housing access road into that which will be required for our new "Village Hub" planned for further along the Didcot Road.</p> <p>Please review this application to move the road and explore the administrative issues which would enable combining these developments to offer a single road access with site lines using the existing verge and ditch area.</p>
(11) Local Resident, (Long Wittenham)	<p>Object - I think the whole idea of this road moving exercise is an outrage; the planning application should never have been approved in the first place, the people who live on Didcot Road are going to be massively disturbed while the works are going on, and afterwards they will have the traffic fumes pouring into their gardens.</p> <p>Long Wittenham is a village, and the people who live on Didcot Road wanted to be in a village too, and now they will effectively live in a main street.</p> <p>And if the work goes ahead these poor residents will hardly be able to get into their houses. How are they going to get in and out day to day? I understand one resident has a caravan which will be immovable for the duration of the works.</p> <p>I understood that the developers would try because their plot was too near the corner and therefore dangerous and</p>

	<p>that they would buy land from the next plot and move their entry into that. Clearly that has not happened. Therefore, the whole application should be withdrawn. The entrance chosen was dangerous, and therefore the wretched residents are the ones to suffer because the planning department did not refuse the application at the start.</p>
(12) Local Resident, (Long Wittenham)	<p>Object - I would like to object to the proposals of the traffic calming scheme in Long Wittenham. My objections are as follows;</p> <ol style="list-style-type: none"> 1. I feel that the pedestrian crossing is far too close to the corner, which is very fast & dangerous & needs looking into further. 2. As it is proposed the traffic calming would cause much more congestion with all the extra work involved in moving the road & all the utilities, plus moving the road closer to the pavement so endangering the lives of children walking to school plus the disgusting carbon monoxide they will be breathing in. This IS NOT ACCEPTABLE & the councillors need to rethink this or the developers MUST redesign their plans so that the houses are further back away from the road (into their land) so that the road does NOT need to be moved. It is our path not the developers. We have lived in Long Wittenham for over 30 years & will have no visibility at all driving out onto the busy road. 3. Traffic exiting Saxons Heath & Westfield Road have great difficulty getting onto Didcot Road due to the increase of vehicles coming from Didcot. Also, with Didcot growing at an alarming rate, this will only get much worse. We desperately need a new road to solve these problems too. Clifton Hampden bridge just cannot take it, nor can the locals. 4. My proposal would be to move the traffic calming scheme to the SOUTH side of Saxons Heath turn (closer to Didcot) by about 50 metres then put speed humps in between that & the pedestrian crossing. This would then slow the traffic down to a more acceptable speed on Didcot Road as vehicles speed in & out of our village in excess of the speed limits. We hear screeching tyres stopping at the chicane every day as it is outside our house. 5. By moving the traffic calming scheme to the SOUTH, it would allow the residents of Didcot Road easier access to their properties & make it safer to get in & out by car. Also, there are a lot of senior citizens living on the road & the bus stop is on the opposite side of the road, so they have to cross this dangerous road & wait on the verge by the speeding traffic. <p>I feel that the village & all the residents would benefit from my scheme, more than the proposed one. It needs to be a SAFER road, especially with the excess traffic passing through our small roads. These roads were not designed for</p>

	<p>the amount of traffic that they are subject to every day, all day & half the night.</p> <p>All of the planners that visit our road never seem to visit when the traffic is bad so I do not think they really know how fast & dangerous it is.</p>
<p>(13) Local Resident, (Long Wittenham)</p>	<p>Object - I Object most strongly to the proposed scheme for the following reasons:</p> <ol style="list-style-type: none"> 1. This is a huge project which will disrupt our village with a very poor outcome & it is unnecessary. 2. Access for houses 1 to 4 Didcot Road will be dangerous & residents will be unable to tow caravans etc. in or out of their driveways safely due to new traffic islands. 3. Loss of the wide verge will lead to vehicles parking on the road within the calmed area, causing congestion on the road. 4. The present Cycle bypasses are not maintained & little used. 5. Street lighting is poor in that area. 6. The vehicle activated speed sign will need to be relocated 7. The street trees are part of the Neighbourhood Development Plan, which requires the protection of the Visual Landscape & the work would undermine the Root Systems. <p>Apparently, there is an alternative. If OCC transferred ownership of the ditch & so be able to grant sight lines to Vanderbilt Homes. The Parish Council & its chosen Hub developer, Thomas Homes, have been trying to resolve the ownership issue. The road would not then have to be moved!!!</p>
<p>(14) Local Resident, (Long Wittenham)</p>	<p>Object - My personal view is that this scheme is beyond ridiculous - who has ever heard of moving a road 3m to the side? I am dumbfounded that this hair-brained scheme was ever considered as a viable option.</p> <p>The level of disruption that would be inflicted on all residents of Long Wittenham and the surrounding villages seems to be totally disproportionate to the scale of the problem. There is a perfectly rational solution to this proposed nonsense and that is to pass ownership of the ditch, across which the safety sight lines for the new primary school</p>

	<p>and village hub could pass, from OCC to the parish council and its chosen village hub developer, Thomas Homes. I hope the OCC will see sense and prevent this totally unnecessary disruption by the simple act of passing over ownership of the ditch.</p> <p>On a more formal note, some additional points of objection are:</p> <ul style="list-style-type: none"> • Street lighting is poor and the scheme does not include an upgrade. • Access for numbers 1-4 Didcot Road is poor and is severely compromised; vehicles towing caravans will be unable to get in or out of drives safely due to the new traffic islands. • Loss of the verge will lead to vehicles parking on the road within the 'calmed' area, causing congestion with moving vehicles travelling down the centre of the road. • The proposed cycle bypasses are similar to the existing ones which are not maintained and are little used. • The vehicle-activated speed sign will be useless unless it is relocated 100m from the new narrowing. The scheme does not specify its relocation. • The work will also undermine and damage the root system of the trees that line the street. The loss of these trees would be contrary to the Neighbourhood Development Plan which requires the protection of the visual landscape.
(15) Local Resident, (Long Wittenham)	<p>Object - The scheme will have a devastating effect on the visual approach to Long Wittenham, which has a substantial part classified as a Conservation Area. In addition, the houses on Didcot Road will be severely inconvenienced by this unnecessary re-routing of the main road into the village.</p> <p>The situation is made worse by the fact that this road re-alignment could be obviated by use of some land belonging to Oxfordshire County Council (a ditch(!), we understand). A transfer of this small amount of land would allow the sight lines to be granted to the developer, without the need for this unsightly work. Why O.C.C. do not support this alternative we cannot understand and will be taking it up with our O.C.C. councillor, Pete Sudbury.</p> <p>We hope that permission will not be given to this scheme, at least until other alternatives are considered.</p>
(16) Local Resident, (Long Wittenham)	<p>Object - I would like to strongly object to this unnecessary work. The village has a detailed Neighbourhood Development Plan which identifies an alternative ditch, the ownership of which could be transferred from OCC to ensure that Vanderbilt Homes can be granted sight lines. The road would then not have to be moved and lengthy disruption would be avoided. The negative impact upon my business would be minimised. If the proposal is accepted (against my wishes) will the OCC pay me compensation for lost business that the increased congestion will lead to? This proposal is unnecessary. It is a reckless suggestion which will compromise the livelihoods and the health of its</p>

	residents and destroy the rural character of the village. So many local villages have been swallowed up in soul-less new development - please help Long Wittenham retain its uniqueness. PLEASE TURN THIS PROPOSAL DOWN.
(17) Local Resident, (Long Wittenham)	<p>Object - I am writing to object to the proposed works relating to a zebra crossing and revised traffic calming on the Dicot Road in Long Wittenham. This is flawed in many ways, but below I have highlighted a few, which are not addressed by the proposed works:</p> <ul style="list-style-type: none"> • The failure of OCC to transfer ownership of the ditch adjacent to the Vanderbilt housing development, despite repeated attempts by LW Parish Council. If this were granted it would not be necessary to move the road 3m to the west, as is currently proposed, and would avoid the consequent issues. • Properties adjacent to the section of road to be moved will experience far greater intrusion from the huge volume of traffic that this road now carries each day, both visually and traffic noise. How can this be justified when it is not necessary, and why is a new housing development allowed to have such a detrimental impact on existing residents? • Access to the affected houses will be severely compromised by the additional traffic islands, causing issues for manoeuvring trailers and caravans into their driveways. • The amenity value of the wide grass verges that are to be sacrificed will be lost, these are covered with flowers in the Spring, and contain a number of trees that will be damaged by the groundworks cutting through roots. Loss of trees is contradictory to the Neighbourhood Plan which seeks to protect the landscape. Furthermore, the loss of parking on the driveways will result in on-road parking in this area, with the consequent obstruction to traffic and increased danger to crossing pedestrians. • As a regular cyclist through the village I can state with confidence that the proposed cycle bypasses at the calming works are useless, the existing chicanes include these and they are a hazard to riders because they are not maintained, no-one will use them. • Street lighting in the area of the proposed works is already poor, and there is no proposal to improve this, again creating an increased risk to cyclists and pedestrians. The automatic speed warning sign will be in the wrong place if these works proceed, but there appears to be no proposal to relocate it. <p>In summary the proposed scheme falls well short of a properly considered design and should not proceed in its current form.</p>

(18) Local Resident, (Long Wittenham)	<p>Object - I am writing to STRONGLY OBJECT to the proposed scheme as it will cause major disruption for many months and destroy the visual impact of the street trees on entering the village.</p> <p>The proposed moving of the existing traffic calming would be in the wrong place completely and actually needs moving to the southern boundary into the village ie prior to Saxons Heath.</p> <p>The road could be widened for safety reasons by utilising the ditch on the edge of the proposed new development rather than the other side of the road which would destroy the green and also create many difficulties for people living there.</p> <p>It is necessary to put a zebra crossing in when the plans for the new village hub are passed and that building work starts along with the traffic calming measures BUT NOT IN THE PROPOSED POSITION - IT NEEDS TO BE FURTHER ALONG THE ROAD.</p>
(19) Local Resident, (Long Wittenham)	<p>Object - I write to object to the above scheme. I'm not sure whether registering an objection is sufficient or if reasons should be supplied. Similarly, my household all object, so can I register 4 objections not 1?</p> <p>One obvious reason is the innocuous sounding title for this proposal. A scheme that moves 200 metres of road 10 metres to the left and, in so doing, forces the relocation of services (gas, water and telecoms) hardly qualifies as installing a zebra crossing!</p> <p>This attempt to mislead is characteristic of the whole unwanted, unneeded and damaging scheme. Long Wittenham has a development plan that includes all the extra dwellings required of this village and which has none of the safety concerns associated with this project. These proposals do not address the proximity of its access point to an existing 'blind bend' and so come no-where near meeting the strict rules on safe entry to and from the site.</p> <p>For there and the myriad of other objections put forward by my fellow villagers, I urge the Council to reject these inadequate proposals.</p>

(20) Local Resident, (Long Wittenham)	<p>Object - I would like to object to the proposals to the traffic calming scheme related to Didcot Road Long Wittenham. As far as I can see the benefit of the proposed alterations are minimal compared to the chaos it will cause to the local residents and the huge amounts of traffic at peak times.</p> <p>Especially as the village hub have identified an alternative scheme which is viable and available. Unfortunately, the present traffic calming scheme does not appear to work too well as it still encourages speeding cars through the village travelling towards Didcot. Especially when many vehicles overtake by the junction turning into Saxons Heath.</p> <p>The traffic calming scheme should start before any vehicles enter the village approaching from Didcot with sleeping policeman in between up to the cross incorporating possibly a pedestrian crossing.</p> <p>Even going as far to say take out the chicane in the middle of the village which in my opinion causes more danger to drivers on the road with Mexican stand off's and fantastic games of chicken. Similarly, with the chicane near the proposed alterations.</p>
(21) Local Resident, (Long Wittenham)	<p>Object - The existing 'chicane' here is not an effective speed control, as shown by traffic surveys conducted in 2014 and 2017. It does, however, stop northbound traffic altogether when there is opposing flow. The wait can be quite long, as southbound traffic comes from the Clifton Hampden lights in waves, attenuated by the other calming measures in the village. This pointless delay, and artificial conflict, antagonises drivers and leads to poor driver behaviour: speeding, engine revving, aggressive attitude to other road users in conflict situations, 'righteous indignation' when someone doesn't 'give way' who should – all are seen frequently here and at the other 'calming' measures through the village.</p> <p>A particular problem here is with the proximity of side turnings. Traffic turning southbound (from the proposed new estate, The Crescent, Fieldside, and other driveways) is uncertain how confidently to proceed in the face of oncoming traffic. Conversely, northbound drivers are unsure whether they should 'give way' as it is impossible to predict how quickly an emerging vehicle will approach the feature (and that pre-supposes that they are willing to do so).</p> <p>The problems will be exacerbated by on-road parking if the proposed realignment of Didcot Road goes ahead. Already, in the High Street, the combination of parked cars and traffic calming measures, resulting in traffic queuing through the narrowed features, can cause 'gridlock'; even in light traffic flows during the day this can last for several minutes. A calming feature allowing uninterrupted flow in both directions would more effectively reduce speed, maintain a calm traffic flow, reduce delays and minimize vehicle emissions.</p>

(22) Local Resident, (Long Wittenham)	<p>Object - Having lived in the village for over 40 years, as a dog walker for most of our life here there has never been a need or a requirement by local residents for a zebra crossing at this location. Furthermore, while I support any sensible traffic calming schemes a zebra crossing is not necessary and would be one more step towards the decimation of our lovely village, which would also be harmed by the ludicrous road widening scheme to allow for eyesore of new housing being built here,</p> <p>I'm sure I do not need to outline all of the objections to the road widening as I am certain you will have seen all of these many times, and to which I give my wholehearted support, especially as we live within 50 yards of the proposed scheme and in particular support our neighbours who will not only suffer the noise, inconvenience and mess created, will also be losing a valuable part of the boundary to their properties, as well as the decimation of the trees along this stretch (which are part of the character of the village) and the narrowing of the footpaths which are used by many parents taking children to school.</p> <p>The crossing & road widening would neither benefit the existing residents of Long Wittenham (who have survived without this all the time there have been residents here), nor would it benefit new residents as there is nothing (apart from access to footpaths) on this side of the village for them.</p> <p>So in essence I strongly object to this scheme and urge you to reconsider this unwanted and unnecessary proposal.</p>
(23) Local Resident, (Long Wittenham)	<p>Object - The scheme proposed has many shortcomings, and involves huge inconvenience and disruption for villagers and traffic through the village, and is completely unnecessary, given that the situation regarding ownership of the ditch could be readily resolved by OCC.</p> <p>As the responsible Highways Authority, I would ask OCC to resolve this situation as rapidly as possible for the benefit of the village, rather than for that of the developers.</p>
(24) Local Resident, (Long Wittenham)	<p>Object - I would like to object to the proposals:</p> <p>1. traffic going towards Didcot will come around the sharp bend by the cross and encounter in quick succession the crossroads with Fieldside, the zebra crossing, the entrance/exit for the new houses, the traffic calming then the</p>

	<p>junction with Saxons Heath. This is likely to be confusing and dangerous.</p> <p>2. The cycle tracks through the existing traffic calming measure are never used as they accumulate debris. These should be omitted but no overtaking of cyclists allowed cf Folly Bridge in Oxford.</p> <p>3. With traffic starting and stopping for the new crossing and relocated traffic calming there will be extra air pollution especially affecting those houses which will also lose their safe frontage.</p>
<p>(25) Local Resident, (Long Wittenham)</p>	<p>Object - This scheme should not be approved for the following reasons:</p> <ul style="list-style-type: none"> • The work will undermine the root systems of the existing trees, which are very important features when coming into the village. Surely, we should be preserving trees for many reasons nowadays. • The current verges will be lost, which inevitably will lead to vehicles parking on the road causing jams with other vehicles trying to get past them • The speed sign will not be any use unless it is relocated about 100 metres from the new narrowing. • Current street lighting is very poor and there does not appear to be any new lighting in the proposed scheme • There may be access issues for some of the existing houses
<p>(26) Local Resident, (Long Wittenham)</p>	<p>Object - In not following the access requirements required for development, and not considering the very well thought out Neighbourhood Plan, it seems like chaos may well ensue, including having to move all utility services, use new traffic calming measure, construct and build a new road, and cause chaos through the streets of Long Wittenham and the village of Little Wittenham.</p> <p>The work has not been thought through. The traffic is horrendous through the village at the moment anyway, and any further change will cause chaos. It is a huge diversion to go around via Little Wittenham, which has a very narrow one vehicle at a time access road. Clearly the volume of traffic that travels through Long Wittenham on a daily basis has not been monitored at all.</p> <p>I also object on strong ground that the Neighbourhood Plan has not been considered at all with regard to the developer's plan. There is a perfectly viable space for access road with the ditch if OCC could sort out the ditch ownership.</p>

(27) Local Resident, (Long Wittenham)	<p>Object - I believe that the whole essence of the village will be destroyed by moving the road over. And the foot path will be so close to the road that it would be unsafe for the children going to and from the new school</p> <p>I believe that a 4 way roundabout placed at the entrance to Saxons Heath would be all the traffic calming we would need and would give the new entrance to the proposed village hub as well.</p> <p>And I would guess that this would cost no more than moving the road & utilities and, if it does, the cost could be shared by the village hub project, which will be paying for an entrance onto Didcot road in the near future anyway. As part of the deal the hub could donate the 1 metre or so of land needed to get the line of site into the Vanderbilt project.</p> <p>It would also save a second lot of road works in our village. That along with a new pelican crossing about where the present chicane is situated. (Present chicane to be removed)</p>
(28) Local Resident, (Long Wittenham)	<p>Object - The traffic calming measures proposed should be rethought and a better solution arrived at.</p>
(29) Local Resident, (Long Wittenham)	<p>Object - I am writing to object strongly to the proposed zebra crossing and traffic calming measures that are being proposed. They will cause a quite unprecedented level of traffic chaos in the village, unless this plan to realign the main road is scrapped.</p> <p>There is considerable opposition to this plan in the village, and more widely, for a host of reasons. This will of course hugely affect village residents, but also the many people who come through the village as a way into Oxford and Abingdon, or to visit the Earth Trust/Wood Centre.</p> <p>Amongst the many problems this scheme raises are:</p> <ul style="list-style-type: none"> - Residents of 1-4 Didcot Road will have reduced access to their own properties; - The trees lining the road will be hugely undermined and disturbed - these street trees are an important part of the local environment; - Loss of the green verge will lead to further congestion as a result of the inevitable extra parking this will cause; - The street lighting is poor and the scheme does nothing to address this; - The speed limit sign will have to be moved as it will be rendered pointless;

(30) Local Resident, (Long Wittenham)	<p>Object - I am now writing to you to strongly object to this application.</p> <p>It is my understanding that this huge project will involve moving about 200 metres of road nearer to homes on the Western side of Didcot Road and, consequently, relocating utility services such as gas, water, sewage and telecoms from under the current verge which would ultimately become the new road service. Existing traffic calming measures would also need to be renewed and relocated. The works would, I have been advised, take between 4 to 6 months with 3-way traffic control 24 hours a day throughout that period. This would clearly impact on residents of both Long Wittenham and Little Wittenham and particularly for the residents of the houses on the Didcot Road.</p> <p>On scrutiny of the proposed scheme, there are a number of shortcomings of concern;</p> <ul style="list-style-type: none"> • Street lighting is currently poor and the scheme does not include an upgrade • Access for numbers 1 to 4 Didcot Road is severely compromised - vehicles towing trailers or caravans will be unable to get in or out of drives safely, due to new traffic islands • The loss of the current wide verge (a key visual feature of this approach to the village) will lead to vehicles parking on the road within the 'calmed' area, causing congestion with moving vehicles travelling down the centre of the road • The proposed cycle bypasses are similar to the existing ones which a) are not maintained, and b) little used - probably because they are full of mud and litter which may present a puncture or a slip hazard • The vehicle activated speed sign will be useless unless it is relocated 100 metres from the new narrowing - the scheme does not specify its relocation • The work will undermine the root systems of the street trees. These trees are important visual features when entering the village from the South (ie Didcot). Loss of the trees would be contrary to the Neighbourhood Development Plan which requires the protection of the visual landscape. Loss of the trees would also have a negative environmental impact - particularly on air quality as the trees would help to rebalance the negative impact of the additional vehicles generated by the residents of the new homes • The work will have a seriously negative impact on the visual approach to and attractiveness of a rural Oxfordshire village - something that is in Oxfordshire County Council's long-term interest to protect.
(31) Local Resident, (Long Wittenham)	<p>Object - I write to OBJECT to the scheme currently under review.</p> <p>As a resident of Long Wittenham I am very concerned about the plans and the considerable chaos, delays and safety</p>

	<p>concerns whilst the work is being carried out over a 4-6 months period! This seems absolutely crazy as I understand that the Neighborhood Development Plan put forward by the residents committee has a viable and realistic alternative that does not require the road to be moved a crazy 3 meters to the west.</p> <p>Can I ask that you take the time and re-consider this and stop the absolute chaos that the current scheme under proposal will bring.</p>
(32) Local Resident, (Long Wittenham)	<p>Object - I WISH TO OBJECT TO THESE PROPOSALS IN THE STRONGEST POSSIBLE TERMS</p> <p>This abomination of a proposal will blight our village by completely destroying the rural aspect of this end of Long Wittenham. It should never have been considered at all.</p>
(33) Local Resident, (Long Wittenham)	<p>Object - I am very much in favour of getting rid of Traffic calming construction. My reasons, based on use of the existing traffic calming construction over several years, are as follows:</p> <ol style="list-style-type: none"> 1. The existing construction encourages queuing which adds to air pollution and impatient drivers. 2. Due to the volume of traffic, because cars travel in both directions in large blocks, when cars are waiting to go through the traffic calming, they can wait for long periods which increases pollution and impatience. 3. The queuing and waiting time leads to aggressive driving as people accelerate through the construction in order to avoid having to stop. I am surprised that there have not been more serious accidents 4. The cycle lanes to the side are ignored by cyclists. This adds to the queuing effect. <p>I cannot find any serious objections to a humped zebra crossing. I think it would have the effect of slowing traffic but only stopping it when someone was crossing the road.</p>
(34) Local Resident, (Long Wittenham)	<p>Object - I write to OBJECT to the scheme currently under review.</p> <p>As a resident of Long Wittenham I am very concerned about the plans and the considerable chaos, delays and safety concerns whilst the work is being carried out over a 4-6 months period! This seems absolutely crazy as I understand that the Neighborhood Development Plan put forward by the residents committee has a viable and realistic alternative that does not require the road to be moved a crazy 3 meters to the west.</p>

	Can I ask that you take the time and re-consider this and stop the absolute chaos that the current scheme under proposal will bring.
(35) Local Resident, (Long Wittenham)	<p>Object - In my opinion (and it is only that) this proposal is flawed and not safe and will only cause more misery to those of us living in a village that is used as a 'rat run'.</p> <ul style="list-style-type: none"> • Street lighting is poor and the scheme does not include an upgrade • Access for numbers 1 to 4 Didcot Road is severely compromised; vehicles towing caravans will be unable to get in or out of drives safely, due to the new traffic islands. • Loss of the wide verge will lead to vehicles parking on the road within the 'calmed' area causing congestion with moving vehicles travelling down the centre of the road. I already suffer extreme difficulty getting on an off my drive opposite the school due to numerous parked cars between the traffic calming islands and the subsequent road rage that ensues on a daily basis, believe me it is not pleasant! • Removing the existing chicane would help the flow of traffic but positioning a humped zebra crossing closer to Fieldside and the sharp bend frankly is one I would not like to use, for the elderly and those who are hard of hearing it would be a truly frightening experience. • The proposed cycle bypasses are similar to the existing ones which are not maintained and are used rarely I have witnessed this every time you wait for oncoming traffic the cycles avoid using them. This is probably because they are full of mud and litter which may present a puncture and a slip hazard. • The vehicle activated speed sign will be useless unless it is relocated 100m from the new narrowing. The scheme does not specify its relocation. • The work will also undermine the root systems of street trees. These trees are important visual features when entering the village from the south (i.e. Didcot). Loss of the trees would be contrary to the Neighbourhood Development Plan which requires the protection of the visual landscape. I'm not sure if any of them have a preservation order.
(36) Local Resident, (Long Wittenham)	<p>Object - I am writing to you today to object to the Proposed Zebra Crossing & Traffic Calming at Didcot Road. We believe that the scheme has many shortcomings:</p> <ul style="list-style-type: none"> • Street lighting is poor and the scheme does not include an upgrade • Access for numbers 1 to 4 Didcot Road is severely compromised; vehicles towing caravans will be unable to get in or out of drives safely, due to the new traffic islands.

	<ul style="list-style-type: none"> • Loss of the wide verge will lead to vehicles parking on the road within the 'calmed' area causing congestion with moving vehicles travelling down the centre of the road. • The proposed cycle bypasses are similar to the existing ones which are not maintained and little used. This is probably because they are full of mud and litter which may present a puncture and a slip hazard. • The vehicle activated speed sign will be useless unless it is relocated 100m from the new narrowing. The scheme does not specify its relocation. • The work will also undermine the root systems of street trees. These trees are important visual features when entering the village from the south (i.e. Didcot). Loss of the trees would be contrary to the neighbourhood Development Plan which requires the protection of the visual landscape.
(37) Local Resident, (Long Wittenham)	<p>Object - I would like to object to these proposals because of their impact on the existing grass verge and trees on the western side of Didcot Road which is an important local environmental feature and part of the rural setting of the village conservation area. I also support Long Wittenham Parish Council's objections to details of the scheme in terms of highway safety and convenience.</p> <p>Additionally, these works would cause huge disruptions to the flow of traffic through the village to the detriment of the convenience of village residents and to motorists generally with knock-on effects on the A34 (a strategic route) and its approach roads as this trunk road is used by diverted local traffic.</p>
(38) Local Resident, (Long Wittenham)	<p>Object - I am writing to voice my concerns and overall OBJECTION to the proposed realignment of Didcot Road. Below are my reasons for your attention.</p> <ul style="list-style-type: none"> - There is little to no street lighting on the road and the new scheme that has been proposed does not include any upgrade in lighting. This is a safety issue. - With the proposed traffic islands, numerous 1-4 on Didcot Road will have the access to their home drastically reduced so if they have longer vehicles or tow caravans or trailers, they will not be able to access their properties which they are fully entitled to do. - If the wide verge is taken away, this will lead to congestion as people will simply park their vehicles within the 'calmed area, thus making cars travel down the middle of the road, which ultimately leads to chaos for residents. - The proposed cycle passes bare no difference to the existing ones which rarely get used and are not maintained so

	<p>just become a hazard for anyone brave enough to use it. it is a slip hazard and is not safe if not maintained.</p> <ul style="list-style-type: none"> - The vehicle activate speed sign will be useless unless it is relocated 100m from the new narrowing proposed. These signs are largely ignored by road users. - The work that has been proposed will also undermine the root systems of the trees along the street. These are an important feature along the road and village. Loss of these trees will go against the Neighbourhood Development Plan which requires the protection of the visual landscape.
<p>(39) Local Resident, (Long Wittenham)</p>	<p>Object - Some of my specific objections are:</p> <p>1 The scheme proposes 'like for like' replacement of cycleways at the narrowing of Didcot Road.</p> <p>Cyclists are frequently observed avoiding these cycleways because they are full of debris and mud and so present a real hazard. Funds for maintaining and cleaning these facilities are not available now and are unlikely to be available in future. Installing more is a waste of resources.</p> <p>Building these cycle lanes requires the widening of the total carriageway; this is unnecessary, causing further encroachment on the verges and the creation of an urban rather than rural 'feel' to the approach.</p> <p>In many parts of Oxfordshire (such as on Wantage Road in Wallingford) pairs of speed cushions have been installed. They seem to succeed in lowering vehicle speed and yet cyclists are able to negotiate these willingly and without difficulty. The cycleways so created are 'self-cleaning' in that cars and other vehicles seem to clear litter and debris.</p> <p>I suggest similar speed cushions should be considered here in Long Wittenham.</p> <p>2 Residents of Saxons Heath and Westfield Road have complained for many years that speeding traffic on Didcot Road makes it difficult and dangerous to exit Saxons Heath at peak times, turning south is a particularly risky activity!</p> <p>It has been suggested that a mini-roundabout would be too costly. Would a raised table help? And might it even be cheaper?</p> <p>Northbound traffic on Didcot Road would be encouraged if not obliged to comply with the speed limit; southbound traffic would be discouraged from accelerating on clearing the traffic calming and seeing a clear – and derestricted –</p>

	<p>road ahead.</p> <p>To summarise I think the scheme should be rejected and a fresh start made on a clean sheet of paper that takes note of LTN1/07 and LTN1/08/. And if that research suggests an increase in the scheme cost then maybe the Parish Council, or the public, could be encouraged to contribute to the funding of it?</p>
<p>(40) Local Resident, (Long Wittenham)</p>	<p>Object - We wish to object in the strongest terms to the changes proposed in Didcot Road Long Wittenham.</p> <p>The letter advised of severe and catastrophic changes on Didcot Road in Long Wittenham. For some reason a builder is allowed to cause traffic chaos for 4-6 months. Change the look of a small village for ever and leave the residents of said village taking risks just to get out of their road. Once traffic has gone through the last calming measure a huge number of drivers just put their foot down speeding away before they even leave the restriction zone or the entrance to Saxons Heath. This is an accident waiting to happen.</p> <p>When the road is moved 3 metres to accommodate an entrance to the new houses it will be even more dangerous as there will inevitably be parked cars on the road because the verges will no longer exist. This is a ridiculously expensive resolution and I can't help wondering who will be paying for this. The disruption caused by the three-way traffic lights is enormous.</p> <p>It was not mentioned in the letter but I understand there is another cheaper less intrusive solution which is a roundabout at the end of Saxons Heath. This will also act as a traffic calming measure as cars will have to slow down to go around the roundabout.</p> <p>I know there are plans to build a village hub at the far end of Saxons Heath. This roundabout will also help with traffic leaving Saxons Heath. Under your plan of moving the road by 3 metres traffic will be moving faster possibly speeding by the time it reaches Saxons Heath. Inevitably there will be cars parked on the road as the verge has been removed causing vision problems. The roundabout is a much safer and cheaper way of resolving the traffic entering and leaving the village I don't understand why it is not the preferred option.</p> <p>It would appear that the safety of those living in the proposed new homes is more important than existing residents' safety in your scheme.</p> <p>We have lived in the village for over 50 years and really would rather there wasn't a roundabout but truly believe it is the safest option. There are less than 300 houses in Long Wittenham at the present time and your preferred scheme</p>

	seems an extreme expensive resolution to building less than 50 new houses.
(41) Local Resident, (Long Wittenham)	Object - We BOTH are OBJECTING to the proposed Zebra Crossing & Traffic Calming. Reading the literature we've received the proposal of widening the Didcot road will cause no end of problems, extra traffic idle due to road works, it's bad enough now to get in/out of Saxons Heath in the mornings. This will cause problems for those that live along Didcot Road, getting in/out of their property.
(42) Local Resident, (Long Wittenham)	Object - We would like to OBJECT to this proposal. It is a huge undertaking to move the tarmac of the road by 3m to the west. Residents of Long Wittenham will be subjected to up to six months of disruption and the rural character of the village will be lost if this work goes ahead. The trees which currently line the village will have to be cut down. The road through the village is currently at gridlock every morning and evening. This proposal will make congestion even worse, badly affecting the air quality and putting our health at risk.
(43) Local Resident, (Long Wittenham)	Object - We wish to record our wholehearted objection to the above scheme. There are many disadvantages to the proposed scheme and no advantages. The construction work necessary will cause extensive disruption for many months to the exceedingly large volume of traffic that runs through the village. This will inevitably result in clogging up nearby villages as drivers try to avoid the three-way traffic lights. On completion the final result will compromise the village aesthetically by creating a much more urban look with kerbs and signs. Furthermore, a zebra crossing is totally out of keeping in a rural village.
(44) Local Resident, (Long Wittenham)	Object - We strongly object to the proposed traffic calming scheme in Didcot Rd Long Wittenham. Access to Nos 1-4 Didcot Rd will be severely compromised.

	<p>Traffic exiting Saxons Heath and turning left will immediately be in a queue of vehicles at the chicane. Traffic exiting Saxons Heath and turning right will have restricted sight lines due to queuing traffic. If there must be a chicane why not on the Didcot side of Saxons Heath (South) to slow traffic as it approaches the village?</p> <p>If OCC is committed to slowing the traffic right through the village why not construct a new system of calming using 'cushions' right through the village?</p> <p>This whole scheme will create months of upheaval, cost thousands of pounds and will gain our village nothing but an urban landscape undermining mature trees which have been an important feature at the entrance to the village for decades.</p>
(45) Local Resident, (Long Wittenham)	<p>Object - Both of us wish to express our concern about the proposed Moving of the road and Traffic Calming on the Didcot Road. The traffic Calming sites are of a very old fashioned design with insufficient provision for maintenance and cleaning! The cycle provision is laughable so narrow that cyclists do not use them and if there were any attempt to clean them the machines would get stuck!</p>
(46) Local Resident, (Long Wittenham)	<p>Object - As residents Long Wittenham, we have a number of concerns regarding the scheme:</p> <ul style="list-style-type: none"> - Impact on the residents of Didcot Road from increased noise and traffic pollution - both known to have significant long and short term impacts on health of residents (which in turn will drive up council health care bills!) - Loss of very valuable green space and risk of damage to local trees - impacting our local wildlife, again the health of residents, and the visual landscape of the village - Very significant traffic disruption over 4-6 months whilst the work takes place - again, impacting health of residents due to pollution from idling cars and higher risk of road accidents - Poor road safety, from the poor access to numbers 1-4 Didcot Road, and lack of consideration for improvements to street lighting and cyclist / pedestrian routes. <p>We urge you to consider other, less dangerous and disruptive solutions, which we understand are available!</p>
(47) Local Resident, (Long Wittenham)	<p>Object - We live in Long Wittenham High Street and object most strongly to the proposed road moving scheme which favours the Vanderbilt Development. We wish OCC to transfer ownership of the ditch which would enable the development to take place without the necessity of moving the road and the resulting chaos.</p>

	If this were to take place it would not be necessary to carry out the proposals above.
(48) Local Resident, (Long Wittenham)	<p>Object - It is also proposed to install new traffic calming measures and pedestrian crossing along Didcot Road which we believe are no improvement on the existing measures which fail to deter speeding drivers.</p> <p>The street lighting falls below the standard needed for a new, raised pedestrian crossing. The new proposals amount to a copy of the present system installed about 20 years ago. New traffic calming measures these days are much improved and have less impact on emergency vehicles with improved provision for cyclists.</p> <p>I believe Long Wittenham Parish Council carried out a traffic survey some years ago which showed vehicles travelling at excessive speeds along this stretch of Didcot Road. There is grass and mud in the cycle bypasses and cyclists tend to avoid the bypasses and we believe the new measures will not improve the position.</p> <p>The re-positioned islands prevent home-owners from getting in and out of their properties safely as they are in the way when they try to reverse in. One owns a caravan and he would not be able to get it in his drive.</p> <p>The expansion to Didcot Road proposed by Vanderbilt raises other troubling implications. Utility services underneath the road would have to be re-positioned and the road would need to have three-way traffic control leading to traffic disruption for villagers and those who travel through Long Wittenham. The road works could take several months to complete. It would lead to drivers seeking alternative routes to avoid hold-ups and would put pressure on neighbouring villages.</p>
(49) Local Resident, (Long Wittenham)	Object - wish to register our strong objection to this proposed scheme Particularly as there is a perfectly viable and available alternative as outlined by Long Wittenham Parish Council. This will avoid the many distressing results of attempting to move the road!
(50) Local Resident, (Long Wittenham)	Object - We both Object very strongly to this plan.
(51) Local Resident, (Long Wittenham)	Object – I wish to object to the Traffic Calming Scheme on the Didcot Road Long Wittenham. My reasons for this are as follows.

	<p>1, Traffic entering the village far too fast so the Chicane should be moved South side of the Saxons Heath turn to slow down the traffic when entering the village will then travel through the village at a more sedate and safe speed.</p> <p>2, Speed humps put in prior to the raised pedestrian crossing.</p> <p>3, This would then stop all the utilities from being moved and the road realignment thus giving residents space to exit their properties safely.</p>
<p>(52) Local Resident, (Long Wittenham)</p>	<p>Object - I am objecting to this scheme.</p> <p>It is unbelievable that this proposal to move the Didcot Road is even being considered simply to further the ambitions of property developers determined to maximise their profit with no consideration for the benefit to the village. This moving of the road and consequent reduction of the footpath and verge will have a detrimental effect for the residents there in Didcot Road.</p> <p>Trees will be lost. No upgrade for street lighting, cycle path etc. Traffic calming schemes are inadequate</p>
<p>(53) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing to object to this proposal. I have had the benefit of some excellent information provided by our parish council which leads me to object on a number of counts.</p> <p>Firstly, I am worried by the effect this scheme will have on some residents in Didcot Road who will find it particularly difficult to turn into traffic because of the siting of the chicanes, especially with long vehicles or towing.</p> <p>I understand this style of traffic calming is inappropriate for the level of traffic through our village. This is a serious problem already and I fear the proposal may reduce even further the safety on our village's road.</p> <p>As a cyclist I find the current cycle by-passes more of a hindrance than a help. They are badly maintained and often cause wobbling as I rejoin the main carriageway. I am surprised they are being suggested for a new scheme.</p> <p>The additional features do not enhance the streetscape in this area, the only western entrance to our historic village. This is against the Design policy in the adopted plan.</p>

(54) Local Resident, (Long Wittenham)	<p>Object - I wish to STRONGLY OBJECT to the traffic calming scheme proposed for Didcot Road in Long Wittenham. Just because the builders cannot meet the safety standards, we all have to put up with the whole road and what that entails, being moved. Are you mad??? RIDICULOUS.</p>
(55) Local Resident, (Long Wittenham)	<p>Object - I wish to object to the proposed zebra crossing and traffic calming in Long Wittenham. The scheme has many shortcomings, the street lighting is poor in the area and there is no proposed upgrade to it. The loss of the wide verge will lead to cars parking on the road rather than the verge and cause even more congestion in the area along with making it dangerous for the pedestrians walking the pavement especially at school drop off and pick up times of the day.</p> <p>Access for the houses numbered 1 to 4 Didcot Road will be severely compromised, vehicles towing caravans will unable to get in or out of drives due to the new traffic islands. The proposed cycle bypasses are similar to the existing ones which are not used due to the poor maintenance making them dangerous for cyclists to use.</p> <p>The work will undermine the root systems of the street trees. These trees are important visual features when entering the village from the south. Loss of trees will be contrary to the Neighbourhood Development Plan which requires the protection of the visual landscape.</p>
(56) Local Resident, (Long Wittenham)	<p>Object - I write to OBJECT to the scheme currently under review. As a resident of Long Wittenham I am very concerned about the plans and the considerable chaos, delays and safety concerns whilst the work is being carried out over a 4-6 months period!</p>
(57) Local Resident, (Long Wittenham)	<p>Object - problems with the scheme:</p> <p>Street lighting is poor and the scheme does not include an upgrade</p> <p>Access for all of the homes along that stretch of Didcot Road will be severely compromised with the new proposed traffic islands.</p> <p>Loss of the wide verge will lead to vehicles parking on the road within the 'calmed' area causing more congestion.</p> <p>The proposed cycle bypasses are similar to the existing ones which are not maintained as it is and are more likely to</p>

	<p>cause a hazard to cyclists. The vehicle activated speed sign will be useless unless it is relocated 100m from the new narrowing. The Scheme does not specify its relocation. The work will also undermine the root systems of street trees. These trees are an important visual feature when entering the village from the south. Loss of the trees would be contrary to the NDP which requires protection of the visual landscape.</p> <p>The Proposed Zebra Crossing would also seem to be only of use to residents in the new estate, as the crossing and pavement only links into the estate and does not carry on to join up with the Fieldside track. Either other village residents will have no use for the crossing, or they will use it to cut through the new estate with dogs, bikes etc. The proposed pathway seems very disjointed and not really relevant to the whole village.</p> <p>The proposed traffic calming location needs to be thought about more – the proposed location would surely cause more congestion being closer to the Saxons Heath and Westfield Road exit on to the main road – there is already difficulty for vehicles getting on to Didcot Road with all the extra traffic from Didcot. A better alternative would be to have the traffic calming scheme on the South side of Saxons Heath by about 50 metres to slow vehicles down before they get into the village. Cars very often come through the village at an alarming speed.</p> <p>Please accept this as our OBJECTION to the proposed scheme.</p>
(58) Local Resident, (Long Wittenham)	<p>Object - My objections are as follows.</p> <ol style="list-style-type: none"> 1. As it is proposed the traffic calming facility would cause untold congestion with all the extra work involved in moving the road and all the utilities, plus moving the road closer to the pavement so endangering children walking to school. 2. Also, traffic exiting Saxons Heath, and Westfield Road have great difficulty getting onto Didcot Road due to the increase of vehicles coming from Didcot and with Didcot growing at an alarming rate this will only get worse. 3. My proposal would be to move the traffic calming scheme to the South side of the Saxons Heath turn by about 50 metres then put in speed humps in between that and the pedestrian crossing. This would then slow the traffic down to a more acceptable speed on Didcot Road as cars often come into and exit the village at speeds in excess of the speed limit. 4. By moving the traffic calming scheme to the south, this would allow the residents of Didcot Road easier access to their properties. Also, there are quite a few senior citizens living on the road and a bus stop on the opposite side of the road this would allow them to cross the road.

<p>(59) Local Resident, (Long Wittenham)</p>	<p>Object - My principle reasons for objecting are:</p> <ol style="list-style-type: none"> 1. Safety of Pedestrians on the Crossing. 2. Reduced Safety of residents exiting their properties by vehicles onto Didcot Road. Both these two Safety concerns are exacerbated by the proposed highway realignment. 3. It seems that the proposed Traffic Calming is not conforming to "best practice". <ol style="list-style-type: none"> 1) The current location of the Zebra Crossing is (by reference to the scale on the drawing) some 50 metres from the junction with Fieldside and no more than 100 metres from a blind bend. Many vehicles approach this blind bend from the High Street at such a speed that they would find it difficult to stop at the Crossing. At the very least, advance warning signs would be needed in the High Street on the approach to the bend and ideally the Zebra Crossing would be traffic light controlled. Ideally, safety would be improved if the site of the Crossing were to be moved to the South of the new junction (from the Vanderbilt development - P19/S3446). The Traffic calming would be moved accordingly to a more appropriate site. 2) Due to the proposed Road realignment, residents' drives from the majority of properties adjacent to the Didcot Road are shortened by as much as 2.5 metres. Exiting by a vehicle (and particularly turning Left) is likely to be made more difficult and potentially dangerous than at present. Many residents use the wide verge to permit them to easily and safely turn to reverse into their drives; the road realignment would make this impossible. 3) The design of the Traffic Calming does not apparently conform to "best practice", as the traffic flow is too low for it to be effective. In common with the existing Traffic Calming in the Didcot Road, it is unlikely to significantly slow down traffic, is likely to cause accidents and the "by-pass" routes are unsuitable for cyclists. A more effective system of Traffic Calming might be to place two staggered chicanes in fairly close proximity - as used in some other Oxfordshire villages with similar traffic flows.
<p>(60) Local Resident, (Long Wittenham)</p>	<p>Object - I am writing to lodge my objection to the proposed Zebra Crossing & Traffic Calming on the Didcot road in Long Wittenham.</p> <p>Please listen to the local residents who use this road every day and can see the shortcomings of such a proposal. Our Parish Councillors have done extensive research into the project and have come up with a sensible, viable, cost effective alternative, please trust their judgement.</p>

(61) Local Resident, (Long Wittenham)	<p>Object - The zebra crossing could cause a lot of accidents as it is very close to a blind bend which is dangerous as it is. The moving of the traffic calming and the zebra crossing could make it difficult to get into our drive as people don't tend to leave gaps to allow access to peoples drives.</p> <p>I disagree with the whole of the changes to the new road layout. It is going against the majority of the village. The council don't seem to listen to the villagers.</p> <p>I think the new proposed zebra crossing is too close to a very dangerous blind bend. With this crossing and the calming very close together could cause difficulty getting into our drive.</p>
(62) Local Resident, (Long Wittenham)	<p>Object - I WISH TO OBJECT TO THESE PROPOSALS IN THE STRONGEST POSSIBLE TERMS</p> <p>There are other options that should be used. There is a viable option to another area where the safety sightlines could pass and is already in our NDP for access to the new village hub.</p> <p>If you resolve the ownership of the ditch as raised by our parish council then the road would not have to be altered at all.</p>
(63) Local Resident, (Long Wittenham)	<p>Object - I am writing today to make it clear that I am OBJECTING to the proposed Zebra crossing and traffic calming plans. Please see below for the many reasons,</p> <ul style="list-style-type: none"> • The street lighting is poor and the scheme does not include an upgrade – making it difficult to see that the pedestrian / road user safety aspects of this proposal have been considered at all. • Access to numbers 1 – 4 Didcot Road is severely compromised. This again includes safety implications with these residents getting off their drives and questions if road safety has even been considered. • The loss of the wide verge will mean that people will park on the road, in itself causing a hazard and meaning vehicles will need to travel in the middle of the road.

	<ul style="list-style-type: none"> • The vehicle activated speed sign has not been confirmed of its relocation point. • The work will undermine the root systems of the trees. Trees should be considered when making these proposals and the environmental factors taken into consideration. <p>When reviewing the proposal, I find it difficult to see where pedestrians / vehicle users/cyclists' safety has been taken into account. Everything that has been proposed is compromising people's safety and also having a detrimental effect to the environment.</p>
(64) Local Resident, (Long Wittenham)	<p>Object - I would like to object to the proposal for the Didcot road in Long Wittenham being moved and the proposal for the Zebra crossing and Traffic calming as I see these to be very much not required.</p>
(65) Local Resident, (Long Wittenham)	<p>Object - As a local resident, I would like to object to the Proposed Zebra Crossing and Traffic Calming given the significant disruption that this will cause to the village, for an extended (4-6 months) period, and my understanding that if a local ownership issue could be resolved, it would provide a cheaper, less disruptive alternative.</p>
(66) Local Resident, (Long Wittenham)	<p>Object - I am a resident of Didcot Road in Long Wittenham and I write to strongly object to the proposed change to the Didcot Road alignment and new traffic calming measures.</p> <p>They will cause severe disruption on an already congested road during their implementation. MOST IMPORTANTLY long term they blight the houses that face directly on to Didcot Road with the road being 3 m nearer them.</p> <p>I would also object to the proposed traffic calming measures which are not enough. The traffic rattles through without any thought and another 1000 car movements a day needs some careful consideration please.</p> <p>This all seems rushed and completely not joined up to the community which the council serve.</p>
(67) Local Resident, (Long Wittenham)	<p>Object - I wish to object to these proposals. There are issues with the zebra crossing and traffic calming as proposed:</p> <p>(1) Street lighting in the area is poor and the scheme does not include any improvements.</p>

	<p>(2) Loss of the wide verge will lead to vehicles parking on the road within the 'calmed' area causing congestion.</p> <p>(3) Access for houses on the Didcot Road is severely compromised due to the new traffic islands.</p> <p>(4) The proposed cycle bypasses are similar to the existing ones which are not maintained and little used.</p> <p>(5) The vehicle activated speed sign will be useless unless it is relocated. The scheme does not specify its relocation.</p> <p>However, the fundamental problem is the proposed re-alignment of the road to facilitate the entrance to the new housing development, which appears to part of these works. I am given to understand that the re-alignment is only necessary because OCC has not sorted out the ownership of the ditch next to the road to allow appropriate vision splays.</p> <p>Rather than causing months of disruption for the re-alignment, surely it would be better to wait until the ditch ownership is sorted out and then put in the new zebra crossing and traffic calming on to the existing road alignment.</p>
(68) Local Resident, (Long Wittenham)	<p>Object - Although there is already planning permission granted for the moving of the road, I understand that it is in OCC's gift to avoid this un-necessary expense and disruption simply by sorting out the confusion over who currently owns the verge/ditch towards the boundary of the village, thus allowing the developer to use this as part of the required Vision Splay. Why spend hundreds of thousands of pounds moving the road when you could simply provide this land at minimal cost. You will be aware that the village wishes to build a Hub near the site in question (indeed in the field along the side of which the disputed verge/ditch runs). This Hub site will provide the County, at no cost (!), a new site for the school that is some three times the size. Please see sense and grant permission for the Verge/Ditch to be used as part of the vision splay, thus avoiding the need for 4-6 months of traffic disruption.</p> <p>Also, the Traffic Calming measures that are being proposed do not appear to meet the current 'Best Practice' for such matters. Why, just because we are a small rural village, should we be given below standard Traffic Calming measures. Please tell the developers that they need to look at their plans AGAIN to ensure that the Traffic Calming meets, or ideally exceeds, the current 'Best Practice' for these matters.</p>
(69) Local Resident, (Long Wittenham)	<p>Object - Although I would support the safety that a Zebra crossing would bring, I feel that it is most probably planned in the wrong place. Residents are more likely to walk along Fieldside and take the short cut to the centre of the village.</p>

(70) Local Resident, (Long Wittenham)	<p>Object - Traffic Calming Scheme is in the totally wrong position, needs to be on the South side of Saxons Heath turn.</p>
(71) Local Resident, (Long Wittenham)	<p>Object - As much as a traffic calming scheme needed but the proposed plan would cause chaos and it is a serious risk for the residence and pedestrians. This will encourage incoming cars to speed up (over the limit) as there won't be any traffic calming until the Zebra crossing. Traffics exiting Saxon Heath are already in great difficulty getting onto Didcot because of the number of vehicles from Didcot, and this will be more problematic as the number of vehicles from Didcot are increasing on a daily basis.</p> <p>As we live opposite the proposed site's entrance, not only the main traffic flow will affect us directly but also most dangerously we'll be affected while we are reversing onto Didcot road and entering into our drive.</p> <p>Other risk factors:</p> <ul style="list-style-type: none"> • As the new road layout will be moving to the west and because of the loss of verge, there will be vehicles parked on the road. • We will be compromised when and be at risk when there's big vehicles coming out or entering the site. • The vehicle activated speed sign will not have any use in the new layout. • On this scheme there is nothing mentioned about the street lights. • What will happen to the tress and other important visual feature? • The air and noise pollution will be increased as the proposed layout will be much closer to our house. • If traffic calming has to be relocated, best location in my opinion would before reaching the Saxon Heath/Didcot road junction. • Loss of tree is against the neighbourhood plan. <p>Moving the road to the west will involve changing/replacing all utilities (electricity cables, sewers, main water pipes, telephone internet ...). This can be totally avoided if the road moved to the east (where proposed site will be located and where the ditch is). The new layout is taking lots of public land in favour of a private constructor. Why?! If the proposed plan goes ahead, what is plan for minimising the interruption to our lives?! There are children, vulnerable and disabled people live in the house opposite the proposed site.</p>
(72) Local Resident, (Long Wittenham)	<p>Object - I would like to see the footpath extended from the pedestrian crossing to access the track at Fieldside as well as the new estate. So, when you cross at the Crescent you can walk to either left or right.</p>

	I would also like to see the traffic calming moved to south of the Saxons Heath junction.
(73) Local Resident, (Long Wittenham)	<p>Object - Having lived in the village for over 40 years, as a dog walker for most of our life here there has never been a need or a requirement by local residents for a zebra crossing at this location. Furthermore, while I support any sensible traffic calming schemes a zebra crossing is not necessary and would be one more step towards the decimation of our lovely village, which would also be harmed by the ludicrous road widening scheme to allow for eyesore of new housing being built in the village.</p> <p>The crossing would neither benefit the existing residents of Long Wittenham (who have survived without this all the time there have been residents here), nor would it benefit new residents as there is nothing (apart from access to footpaths) on this side of the village.</p> <p>So, in essence I strongly object to this scheme and urge you to reconsider this unwanted and unnecessary proposal.</p>
(74) Local Resident, (Long Wittenham)	<p>Object - <i>No comments.</i></p>
(75) Local Resident, (Abingdon)	<p>Object - Relocation of Didcot Road will cause major disruption and delay to residents of Long Wittenham and to road users in general.</p> <p>Existing trees along the verge will suffer from excavation within their root protection zones, which is very likely to result in their subsequent loss.</p> <p>The proposed traffic calming feature will cause access difficulties for houses served from this location.</p> <p>The humped zebra crossing is in roughly the same position as the existing traffic calming point and will serve a similar purpose. Consequently there doesn't appear to be a particular need for the proposed additional calming feature.</p> <p>In addition to the local disruption, the proposal represents an enormous expenditure of resources and materials which would be much better utilised in repairs to the delapidated High Street through Long Wittenham.</p>

	If it is the case that the County Council could avoid all of this by transferring a small strip of land to allow the required access sight-lines to be achieved, then their refusal to do so is inexcusable.
(76) Local Resident, (Abingdon)	Object - I am objecting to the road realignment of the Didcot road, there is a need for traffic calming before Saxons Heath as the vehicles enter the village at ridiculous speed but to take away the verge, trees that have been part of the village for many years planted by villagers who have passed away but still have relations here, The disruption to the village will be considerable - disruption to internet, telephone, gas will not be acceptable, we collected well over a hundred and fifty signatures on a petition that was used to oppose this before . Please listen to our villagers and respect our village,
(77) Local Resident, (Long Wittenham)	Concerns - Although I agree that the Zebra Crossing is necessary and the position proposed would be acceptable, I believe the Traffic Calming should be put on the road south of the Saxons Heath turn. This would be more acceptable bearing in mind that it seems probable that the new School/Village Hall will eventually be built opposite the turning to Saxons Heath.
(78) Online Response, (unknown)	Neither - There is very little street lighting in the vicinity and no additional lighting shown on the plan. Therefore, a pelican crossing would be safer. There is no footpath shown between the crossing and Fieldside on one side. It is therefore not possible for the many people crossing Didcot Road at Fieldside to use the crossing.
(79) Local Resident, (Long Wittenham)	Support - <i>No comments.</i>
(80) Local Resident, (Long Wittenham)	Support - The only positive suggestion is the traffic calming proposal which is long overdue.

Long Wittenham Parish Council

Response to OCC Consultation
Didcot Road Traffic Calming and Pedestrian Crossing

The Parish Council is very disappointed to see that this scheme has come forward in its present design.

At the Public Inquiry into this whole housing and roadworks project the various shortcomings of these roadworks were highlighted by the PC and it appears the Consultants have not taken the opportunity to amend the scheme to **bring in best practice**. The proposals do not take account of many of the requirements or the advice in Local Transport Note 1/07 "Traffic Calming" as required by the Department for Transport.(DfT)

Many of the features are causing our residents **very serious concern** due to the impact on their property and daily lives. This could have been avoided by modifying the proposals.

Long Wittenham PC strenuously objects to these proposals and asks that OCC require a redesign in accordance with current best practice. The reasons for our objections are set out below.

Please note House Naming and numbering can be confusing along Didcot Road/Saxons Heath and so an extract of the village map is appended for easy reference.
Properties South of Pantiles are designated Saxons Heath not Didcot Road.



Design Guidance

It seems OCC do not have a specific design guide for Traffic Calming and rely on the National Guidance in **Local Transport Note 1/07** (see Appendix 1)

LTN 1/07 gives comprehensive general guidance together with specific design requirements. *References to LTN 1/07 are shown in blue italics*

The PC has also looked to other Highway Authorities for guidance on best practice. Notts County have published a very usable document.

(If OCC does have an equivalent Guidance Note we would be pleased to see if we need to revise our comments.)

General.

This consultation is based on drawings that show the re-alignment of Didcot Rd.

This arose from the requirement to provide "vision splays" from the new access onto Didcot Rd for the new housing development. Without moving the road the vision splays cross land not owned by the Developer.

The Parish Council is aware that the vision splay issues are subject to ongoing discussions between land owners and various Departments of OCC.

Following extensive research a meeting has now been arranged for **24th February 2020** to bring all the relevant parties together and hopefully resolve the outstanding issues. The PC is hoping that an agreement can be reached that removes the need for the road realignment by allowing the vision splays to be implemented across the corner of the adjacent site.

This would significantly simplify the extent of the roadworks and disruption but would not remove the need for the traffic calming and zebra crossing and so the PC makes the following comments which would be applicable in either case.

Further the PC requests that OCC defer any decisions on this consultation until the meeting on the 24th February has taken place and any changes can be passed back to "Highways".

Humped Zebra Pedestrian Crossing

The Street Lighting here is very poor. There is an old low power orange lamp on the corner of the Crescent and the next lamp is approx 100m south of the Crossing. This level of lighting is totally inadequate for a new Humped Crossing or for Traffic Calming and does not meet the Road Hump Regulations.

2.8.2 The road hump regulations requirements for road lighting of road hump schemes, other than in 20 mph zones, are that the lighting should extend over the length of the road containing the humps. This must consist of at least three street lamps placed not more than 38 metres apart from each other, or the lighting should comply with the British Standard (BS 5489, 1992).

Exit from No1 Didcot Road.(Just South of the Crossing) As vehicular access to this property is within 10m of the Crossing it is unlikely emerging vehicles will have straightened up to be square on to the Humped Crossing by the time they reach it, especially as the verge width here is being

narrowed by approx 1m making for an even tighter turn to exit North. This means they could be crossing the hump at an odd angle which would be difficult in a larger vehicle or with a caravan.

The same applies to vehicles exiting the Crescent to the South, but to a lesser extent as they have the full road width to use.

The present verge width is sufficient for frontagers to park safely behind the footway.

The proposed verge width will be too narrow for this and so there is a significant risk that vehicles will be parked "on-road" instead.

This together with the new Zebra Crossing could cause significant congestion .

On-road parking could also obscure pedestrians waiting to cross, increasing risks of an accident.

Traffic Calming.

Style and layout.

This style of traffic calming is not recommended by either LTN 1/07 (or by Notts County Council best practice) for this class of road with this volume of traffic. This style is recommended for roads with between 4000 and 8000 vehicles per day. (Ref below)

Didcot Road carries approx 2500 vpd (The PC carried out traffic surveys in Oct 2017).

Without sufficient flow this type of calming can have an adverse impact with drivers accelerating instead of slowing down. This is because there are too many long gaps in oncoming vehicles.

With low vehicle volumes drivers are tempted to accelerate to get through the gap when they see a distant vehicle approaching.

This style of traffic calming also tends to encourage drivers leaving the system to accelerate. This have been proved with our own traffic surveys. Drivers leave the narrowing and can see the end of the 30mph limit and so immediately accelerate. The 85th %ile for Southbound vehicles significantly exceeds the 30mph limit. This will be worse with the narrowing moving some 100m nearer the end of the speed limit.

6.1.1 Attitude surveys conducted into traffic calming schemes suggest that the public dislike horizontal deflections, such as chicanes, more than they dislike road humps (not including speed cushions) (see paragraph 2.10.3). Care needs to be taken in designing these devices, to ensure maximum acceptability.

6.1.2 Horizontal carriageway deflections, such as localised narrowings and chicanes, have been installed to influence vehicle speeds, though not always successfully. In the case of kerb build-outs and pinch points, the narrowed carriageway, even if reduced to a single lane, still allows most vehicles to be driven relatively quickly through the available gap, unless there is opposing traffic to prevent this occurring.

6.6.9 Danish advice (Danish Road Directorate, 1991; Herrstedt et al., 1993) for single-lane working is that there should not be more than 3,000 vehicles per day. Balanced vehicle flow is important, and some local authorities only implement road narrowings where there is a traffic flow of about 400 vehicles per hour in each direction (Hass-Klau & Nold, 1994).

It is generally accepted that peak hour flows are approx 10% of total flows and so Long Wittenham does not meet this criterion.

This guidance concurs with Notts County Council guidance (Appendix 2)

Total traffic flow needs to be in the region of 4000-8000 vehicles per day. Less traffic flow would seldom require approaching traffic to stop and give way whilst a higher traffic flow would lead to unacceptable congestion.

Also LTN 1/07 advice for 30 mph zones is that speed reduction measures need to be within 60m of any side road entering the main road.

3.3 Roads with 30 mph speed limits

3.3.13 Where a side road leads into a road with road humps, it is recommended that a road hump should be met within a distance of 60 metres in order that drivers are not encouraged to increase their speed above 30 mph. Where the side road carries through traffic, it is suggested that the first road hump should be met within 40 metres of the junction.

Although this refers to humps the same should apply to a narrowing.

The proposed location of the first narrowing from Saxons Heath junction travelling North will be approx 75m from the centre of the emerging lane. This is not in accordance with LTN 1/07 and could again lead to excessive vehicle speeds.

As noted above (under Zebra Crossing) LTN 1/07 2.8.2 requires that it is necessary to provide adequate street lighting at Traffic Calming.

The system of street lamps along Didcot Road is very low standard old low power orange lamps spaced at approx 90-100m apart and is totally inadequate to meet the required lighting for traffic safety. LTN 1/07 also states *6.3.12 All sections of kerb that are built out into the carriageway will need to be clearly visible to approaching vehicles at all times.* The current street lighting does comply with this requirement.

Impact on Cyclists.

OCC has a stated commitment to improve safety and conditions for Cyclists and so we would expect this to be reflected in any new traffic calming features.

LTN 1/07 includes

2.7.18 Any of the physical means employed to slow motor traffic have the potential to create problems for cyclists. Cyclists are more vulnerable to any lack of attention to detail in design of traffic calming measures than are occupants of motor vehicles. Care should be taken to ensure that cyclists are not endangered by such schemes.

2.7.19 A consultation exercise carried out by Gibbard et al. (2005) found that many respondents felt that narrowings were a serious safety issue for cyclists and constituted 'major obstructions' on vital cycling routes. When carriageway width is reduced, motorists tend to pass cyclists with less clearance. Pinch points can make matters worse because motorists sometimes accelerate to overtake cyclists ahead of them. In doing so, they may leave insufficient clearance when passing and cut in too early. Unless cyclists can bypass a narrowing, or supplementary calming features are introduced around it, riders can feel threatened by having to squeeze through a gap shared with passing motor vehicles.

Although the design incorporates bypasses these require frequent routine and regular maintenance to be attractive and safe for cyclists.

OCC is not able to provide such maintenance regimes as demonstrated in the attached photos. The existing cycle bypasses are overgrown with grass and full of mud which is slippery and dangerous for cyclists.

It is very unlikely the new bypasses will be maintained to a higher standard than the current system and will soon become unusable forcing cyclists to use the narrowing at much higher risk.



Poorly Maintained and Dangerous Cycle Bypass

Furthermore LTN 1/07 includes the following requirements to safely provide for cyclists.

2.7.22 Traffic Advisory Leaflet 01/97 Cyclists at Road Narrowings sets out the following principles of good design for cycle bypasses:

- bypasses for cyclists should be at least 1.5 metres wide (though over very short lengths a minimum width of 1.0 metres may be acceptable) and should be preferably straight through, not kinked;
- cyclists should be guided towards the cycle bypass by a cycle lane, established in advance of the point at which the carriageway begins to be narrowed;
- access to the bypass should be kept clear of parked vehicles;
- cyclists should have easy access back onto the main carriageway, preferably designed so that they do not have to give way on rejoining the main traffic flow;
- maintenance requirements for cycle bypasses should be considered from the outset, because of the likely accumulation of debris, and arrangements for regular sweeping will need to be made.

These proposals do not comply with these requirements.

Access to and from adjacent properties.

Properties next to the narrowing will have difficulty exiting and then negotiating the narrowing. No 1 Saxons Heath just North of the narrowing (who owns a large caravan) and No 2 and No 3 Saxons Heath, just South of the narrowing will not be able to leave their drives and arrive at the narrowing parallel with the kerb line as their exits are so close. No 4 Didcot Rd will have to exit immediately next to the Giveaway line which means they will also not be parallel with the kerb and still across the road centre line, at a point where they may have to give way to southbound traffic.

It will also be impossible for No1 (and No 2/3) to reverse a caravan off the road due to the proximity of the islands for the narrowings. The PC strongly objects to the installation of a new traffic calming facility that prevents existing all-movement access to residential properties.

LTN 1/07 states **1.1.4 Today local authorities also need to take on board wider quality of life issues.**

Preventing adequate access to properties is contrary to this requirement.

Existing VAS sign.

The existing Vehicle Activated Speed sign (VAS) is very close to the new narrowing and will need to be moved to remain effective. This is not shown on the designs.

Impact on the Environment

LTN 1/07 states

2.12 Environmental impact of traffic calming schemes

2.12.1 Before implementing any new traffic calming scheme, the full impact should be evaluated. Although reducing vehicle speeds and personal injury accidents will often be the main aim, it should not be the only consideration. The needs of non-motorised users have already been discussed in this chapter; the other main area is environmental impact.

2.12.2 Environmental impact can cover a range of areas, including air quality, visual and landscape quality, cultural heritage, flora and fauna, drainage, social cohesion, economic impacts and overall quality of life. It will not be practical or necessary to carry out an in-depth assessment for each of these factors, but each should be considered at the outset. Where it is expected there will be a significant impact on any of these factors, a more in-depth analysis should be undertaken, and the predicted negative impacts weighed against predicted benefits.

Long Wittenham benefits from a "made" or adopted Neighbourhood Development Plan. The NDP includes the following regarding protection of the village landscape and character.

Policy LW4 – Design

Subject to other development plan policies proposals for new development will be supported subject to the following criteria:

1. They conserve and enhance the character of the immediate area and streetscene as well as the wider character of the village as defined in the Character Assessment set out at Appendix 2 and:
2. They conserve and enhance the historic and natural assets of the village as defined in the Character Assessment set out at Appendix 2 and:
3. They protect and enhance views into and out of the village as identified in this Plan and the Character Assessment set out at Appendix 2 and:
4. They reinforce local distinctiveness and sense of place and have sensitivity to preserving the views to and from the AONB and:
5. They protect and enhance the linear form of the village and existing patterns of development that contribute to this character and:
6. They make provision for access to adjacent areas and good access routes through the site itself

Policy LW7: Heritage and Design

- All new development should preserve and enhance the overall character and appeal of Long Wittenham parish as described in Evidence Papers: Character Assessment and Countryside.
- Design decisions should reflect the following:
 - Adjacent and nearby development;
 - Streetscape;
 - Historic context;
 - Protected views;
 - Local distinctiveness and sense of place;
 - Historic built form of the village;
 - Permeability by foot and cycle for all villagers.
- The parish's designated historic heritage assets and their settings, both above and below ground including the conservation area, listed buildings, and scheduled ancient monuments, will be conserved and enhanced for their historic significance and their important contribution and enhanced distinctiveness, character and sense of place.
- Proposals for development that affect non-designated historic assets will be considered taking account of the scale of any harm or loss.
- Incidental green spaces within the built-up area of the village should be preserved and enhanced where possible.

Although the NDP is aimed at managing new development in the Village the principles have been established and adopted following assessment by the Independent Examiner and SODC and should be applied to any significant changes planned.

Furthermore LTN1/07 requires that

*1.1.4 Today local authorities also need to take on board wider quality of life issues.
The highway is an area of public space and all the existing and potential uses of that space should be considered.....*

The PC does not believe these proposals meet with OCC's obligations as set out in 1.1.4 above and we consider that the Policies in the NDP can be applied to the design and style of the necessary traffic calming measures so that they do not harm the village setting and environment. There are alternative forms of traffic calming which would have equal or better impact on traffic safety with much less impact on, and cause less harm, to the village environment than the current proposals.

The realignment of the road will move a long length of the road approx 3m nearer properties. The cycle bypasses require even more width and encroach well into the existing verge. This scheme will require extensive relocation of buried PU services. This will cause a disproportionate amount of disruption and will also undermine the root systems of important street trees. These are referred to in the adopted Village Neighbourhood Plan (NDP) as important visual features when entering the village from the Didcot direction.

LTN 1/07 requires that Authorities "take on board wider quality of life issues."
Loss of the trees would be contrary to the NDP which requires the protection of visual landscape. Policy LW4.1 requires that the street scene is protected and enhanced and these proposals pay no regard to the requirements of Policy LW 7.

This is of particular concern when there are numerous other ways of achieving appropriate road safety that do not damage the village in the way these proposals would.

The PC would like to see this traffic calming scheme completely redesigned to remove all the above serious concerns.

There are other much more suitable traffic calming measures that would be more appropriate in a rural village with a large conservation area. For example a "raised table junction" at Saxons Heath junction to gather with cushions between the junction and the new Zebra Crossing would be equally good at improving road safety and would be much better for cyclists and emergency vehicles.

These features could reduce the risks to cyclists and also remove the need to carry out extensive road realignment which impacts on our street trees which form a vital part of the visual character of this approach to the village and its Conservation Area.

As there would be less impact on services these alternative measures could also be less disruptive to install and less costly to the Developer.

Long Wittenham PC strenuously objects to these proposals and asks that OCC require a re-design in accordance with current best practice.

Stephen Brown. BSc. C.Eng Parish Councillor
Long Wittenham Parish Council

February 2020.

Appendix 1 Email exchange re advice on Traffic Calming Design.

Dear Road Agreement Team,

Can you please advise where I can find any OCC guidance on the design of traffic calming measures? If possible a link would be appreciated.

Do you have anything similar to the attached guide from Notts County please?

<https://www.nottinghamshire.gov.uk/media/131392/trafficalming.pdf>

Many thanks Stephen Brown.

Hello James,

Would you be able to help with the email below?

Many thanks

Sara

Sara Warwick Road Agreements Co-ordinator

Dear Stephen...

I don't think OCC have a version as per the Notts one but we would use the following...

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf

James Wright

Technical Officer Traffic

Area Operations (North)

Communities

Oxfordshire County Council

Appendix 2 Extract from Notts County Design Guide

Horizontal Displacement Techniques (HDT) – Specific Measures

Two design objectives should be considered initially when designing a traffic calming scheme incorporating HDT. These are to achieve either one-way or two-way traffic flow. One-way traffic flow achieves the greatest reductions in traffic speeds, but is not always suitable in areas of high traffic flow.

Research has shown that in some instances, the introduction of HDT has lead to an increase in the number and severity of road accidents due to the imposition of traffic being forced into the oncoming traffic flow.

In any design, consideration should be given to allowing adequate highway drainage and street cleansing functions whenever HDTs are installed.

Reflective bollards to warn of the obstruction to approaching vehicles must be included as part of any HDT.

Chicanes – are used as a means of providing horizontal deflection of traffic on an otherwise straight length of carriageway or to reallocate a part of the carriageway to other users. Speed reduction is achieved by causing drivers to make a series of turns, by reducing forward visibility or causing drivers to give way to oncoming vehicles. Varying degrees of deflection may be introduced depending on the volume of traffic, traffic speeds and geometric limitations of the site. Chicanes may be derived from defined on-street parking arrangements or from footway build-outs.

Half chicanes – comprise build-outs on one side of the road and may be extended into the carriageway such that only one-way traffic is possible.

Total traffic flow needs to be in the region of 4000-8000 vehicles per day. Less traffic flow would seldom require approaching traffic to stop and give way whilst a higher traffic flow would lead to unacceptable congestion.

LW PC Feb 2020.

Division(s): Eynsham

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020

EYNSHAM – VARIOUS STREETS - PROPOSED WAITING RESTRICTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions as advertised.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

Introduction

3. This report presents responses to a statutory consultation to introduce and amend waiting restrictions on residential roads within Eynsham where parking is resulting in road safety and access problems for residents.

Background

4. The above proposals as shown at Annexes 1 to 5 have been put forward following discussions and site meetings with officers, the local member and Eynsham Parish Council.
5. The proposal for Thornbury Road relates to a previous proposal that was approved by the Cabinet Member for Environment at the delegated decisions meeting on 12 July 2018 but which required a further consultation due to the order not being made within the statutory 2 year time limit, noting also that the yellow line marking themselves have been in place for over a year.

Consultation

6. Formal consultation on the proposal was carried out between 7 July and 9 August 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Eynsham Parish Council, West Oxfordshire District Council and the local County Councillor. Street notices

were placed on site and letters sent to approx. 260 properties in the immediate vicinity, adjacent to the proposals.

7. 26 responses were received. These are summarised in the table below

Location	Object	Support	Concerns	No Opinion
Back Lane & Clover Place	1	12	3	10
Queen Street/Orchard Close	1	11	7	7
Parking Bays (High Street)	2	11	4	9
Parking Bays (Mill Street)	3	11	5	7
Loading Bay (High Street)	3	11	5	7

8. The responses are recorded at Annex6. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other representations

9. Parking Bays - there is overall support for the introduction of the parking bays as advertised. It is felt that the 1-hour parking bays will help the High Street businesses as it will generate more turnover rather than the current situation where vehicles can park all day and restrict parking for passing trade.
10. Loading Bays – as well as proving invaluable to businesses by providing a guaranteed loading facility there is also the benefit to bus operations by Stagecoach, as the bay with infrequent use will help to facilitate their movements.
11. Double Yellow Lines – will help keep junctions free of parked cars so will be an improvement to road safety.
12. Eynsham's Parish Council's full response to objections can be seen at Annex 7.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by Eynsham Parish Council.

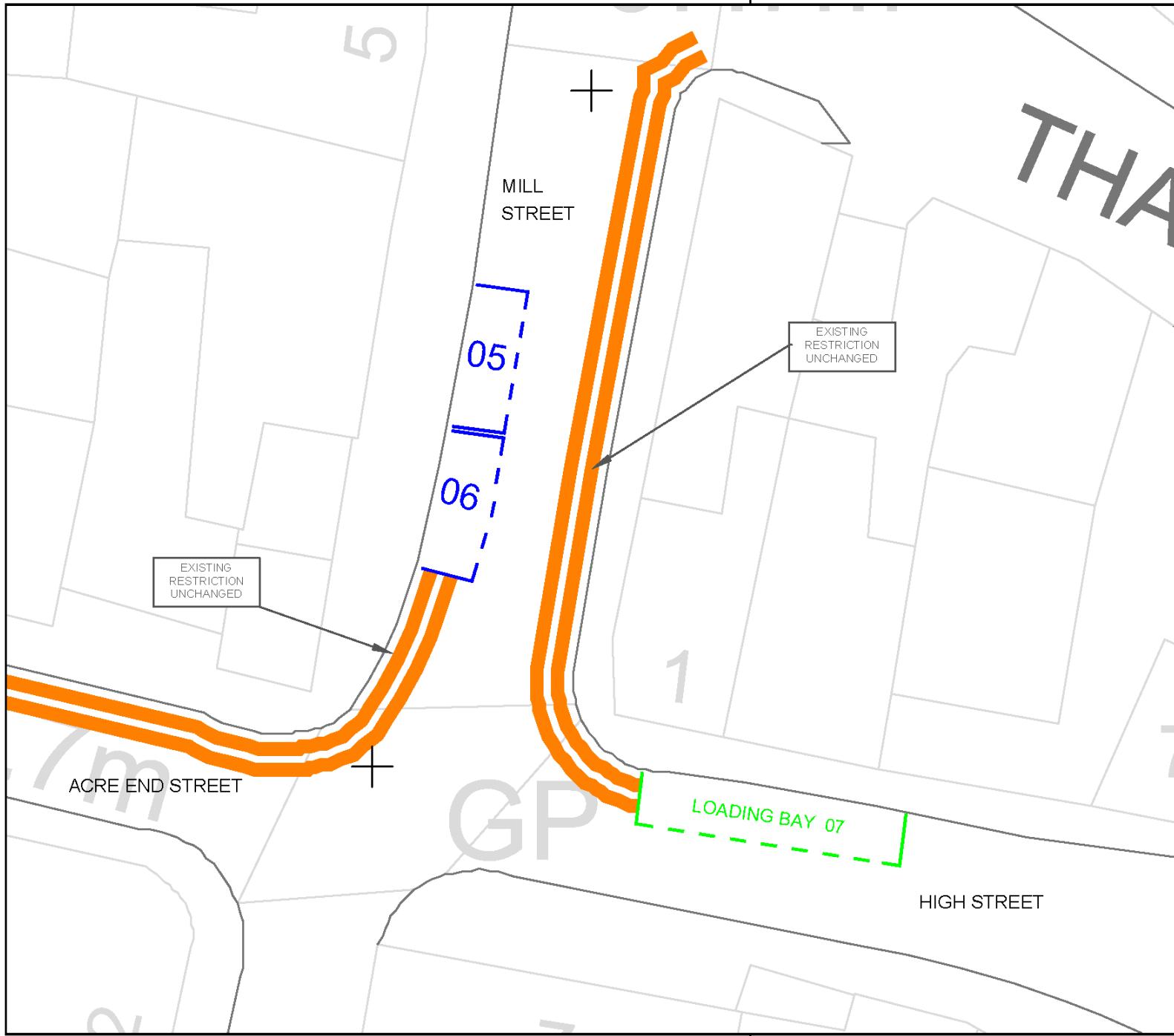
Equalities Implications

15. No equalities implications have been identified in respect of the proposals

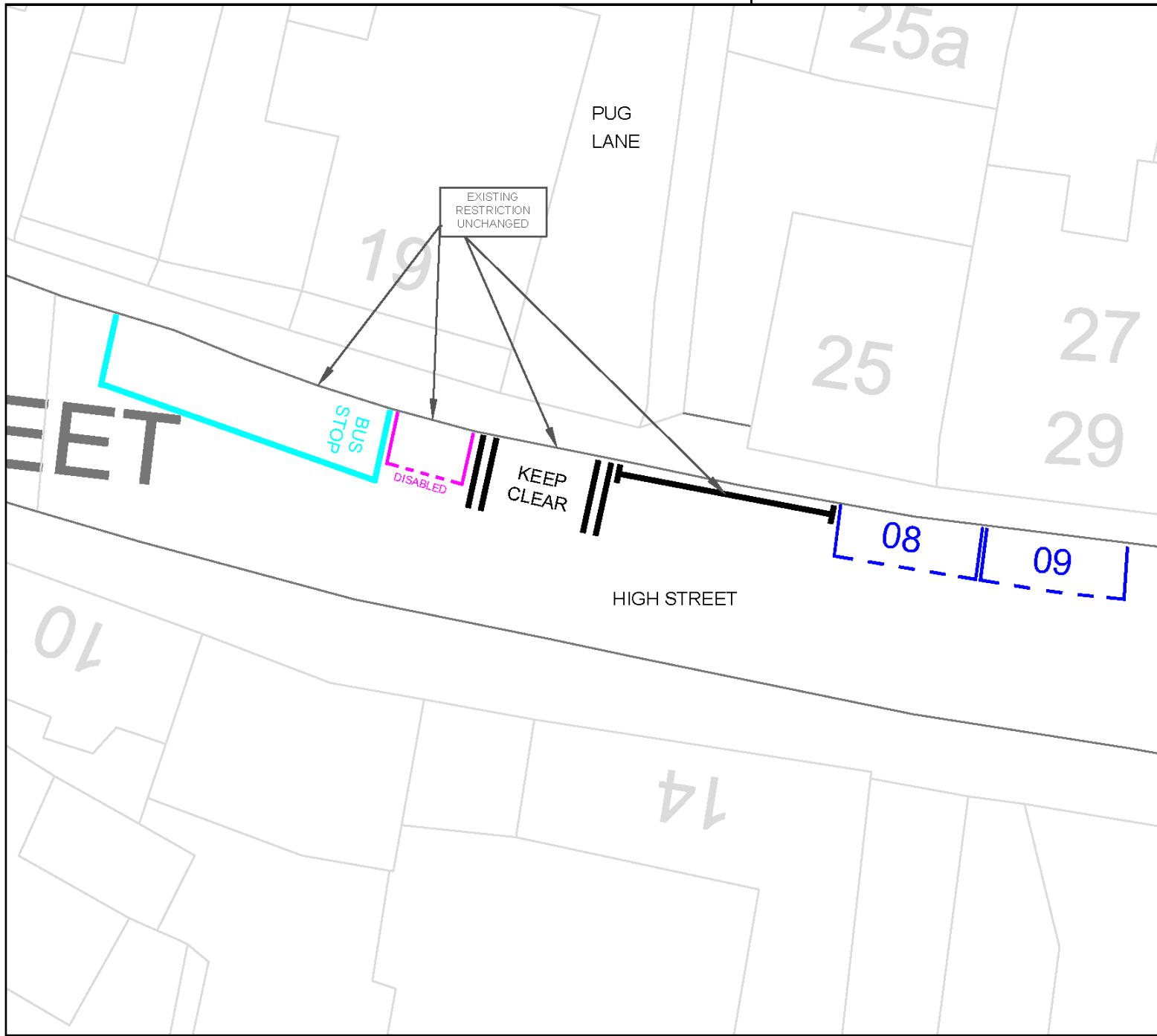
JASON RUSSELL Interim Director of Community Operations

Contact Officers: Hugh Potter 07766 998704
Mike Wasley 07393 001045

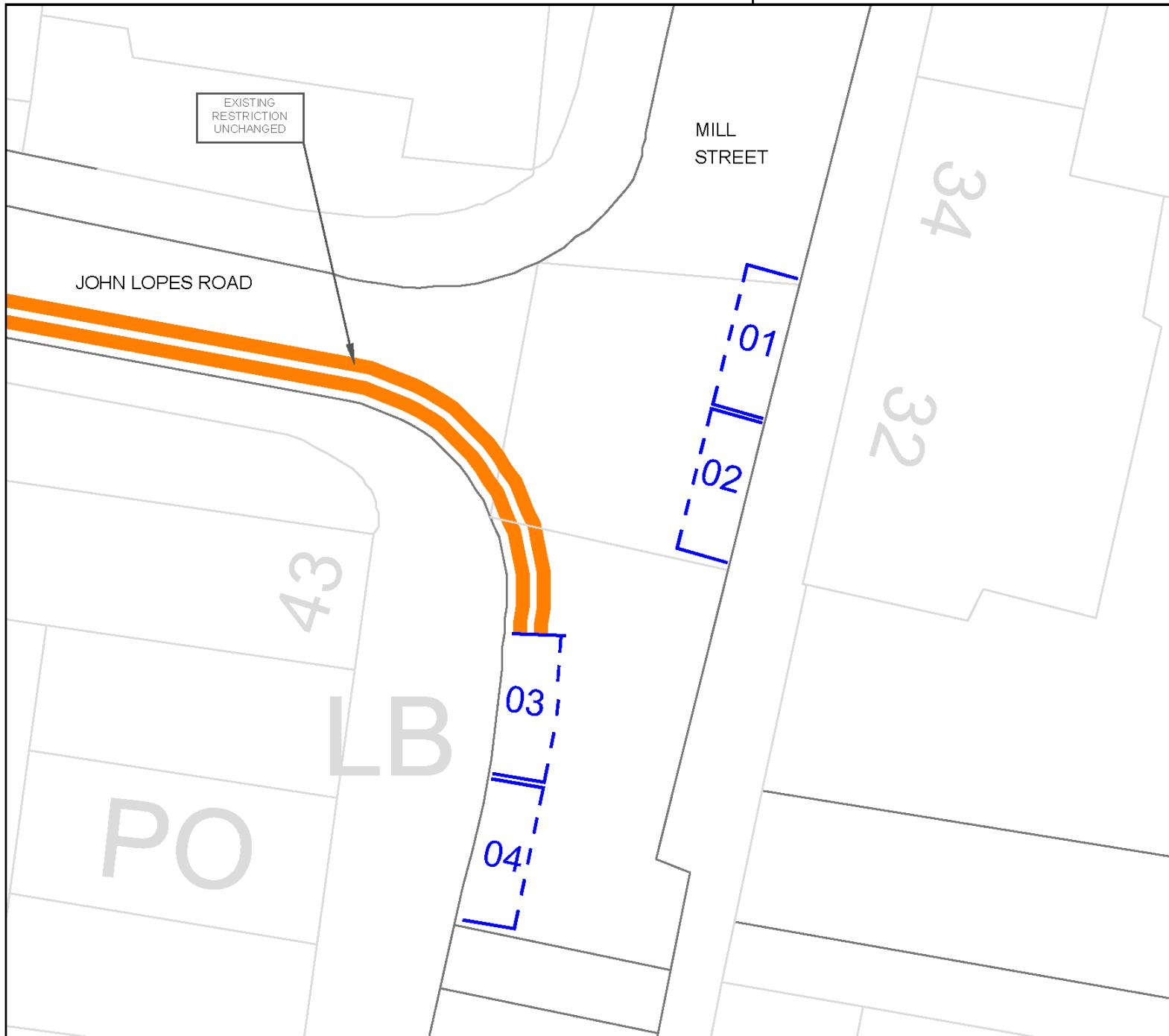
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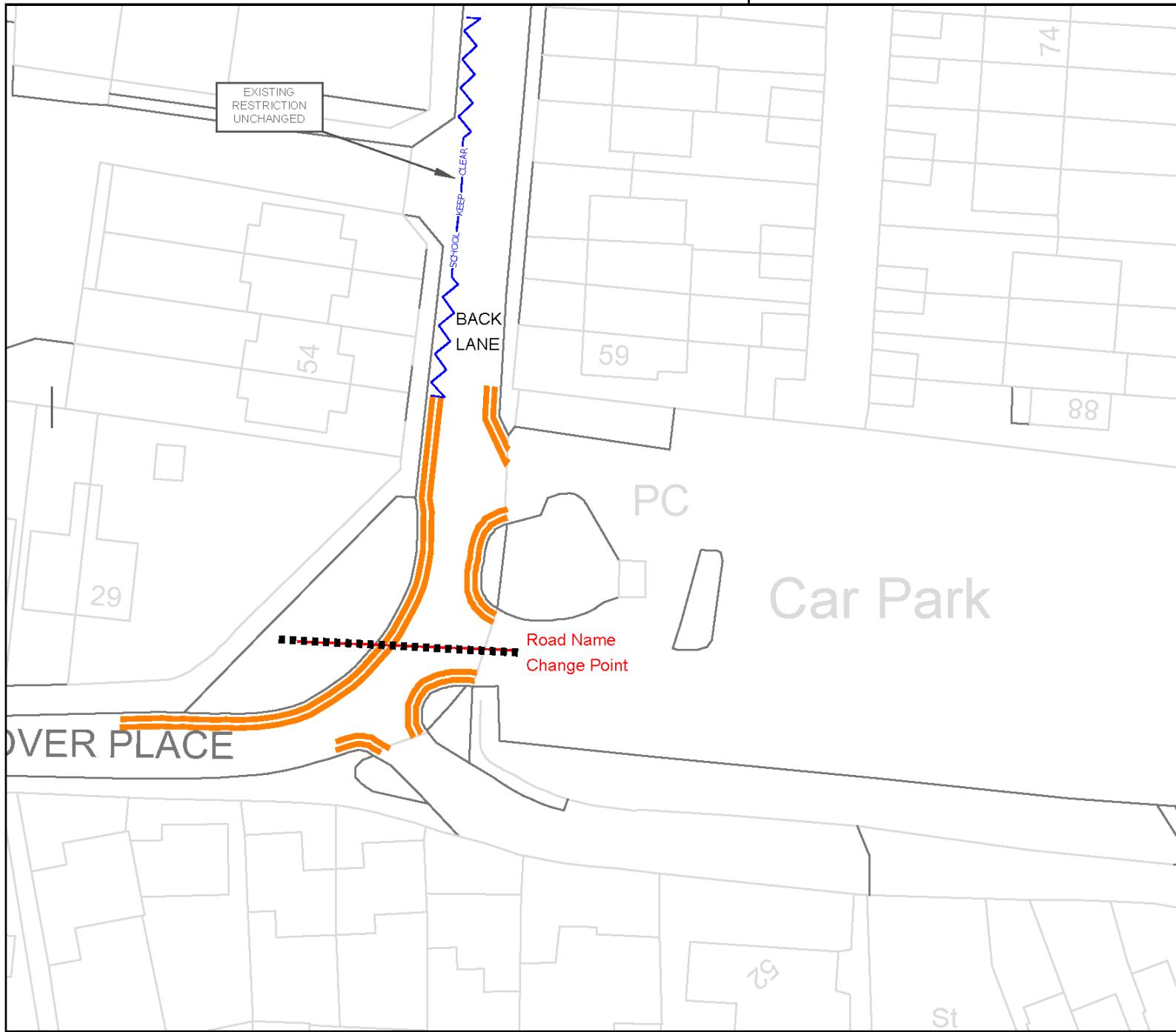
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL					
Owen Jenkins Director of Customer Services Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title					
Proposed Parking Restrictions					
Drawing title					
Parking Bays 5 & 6 Loading Bay, High Street - Eynsham					
ANNEX 1					
Drawing Status					
Consultation Scale @ A3 NTS Drawn by LN Date drawn 12/11/2019					
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Approved by MW Date approved 12/11/2019					
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Parish 206					
Drawing No.					
Revision					



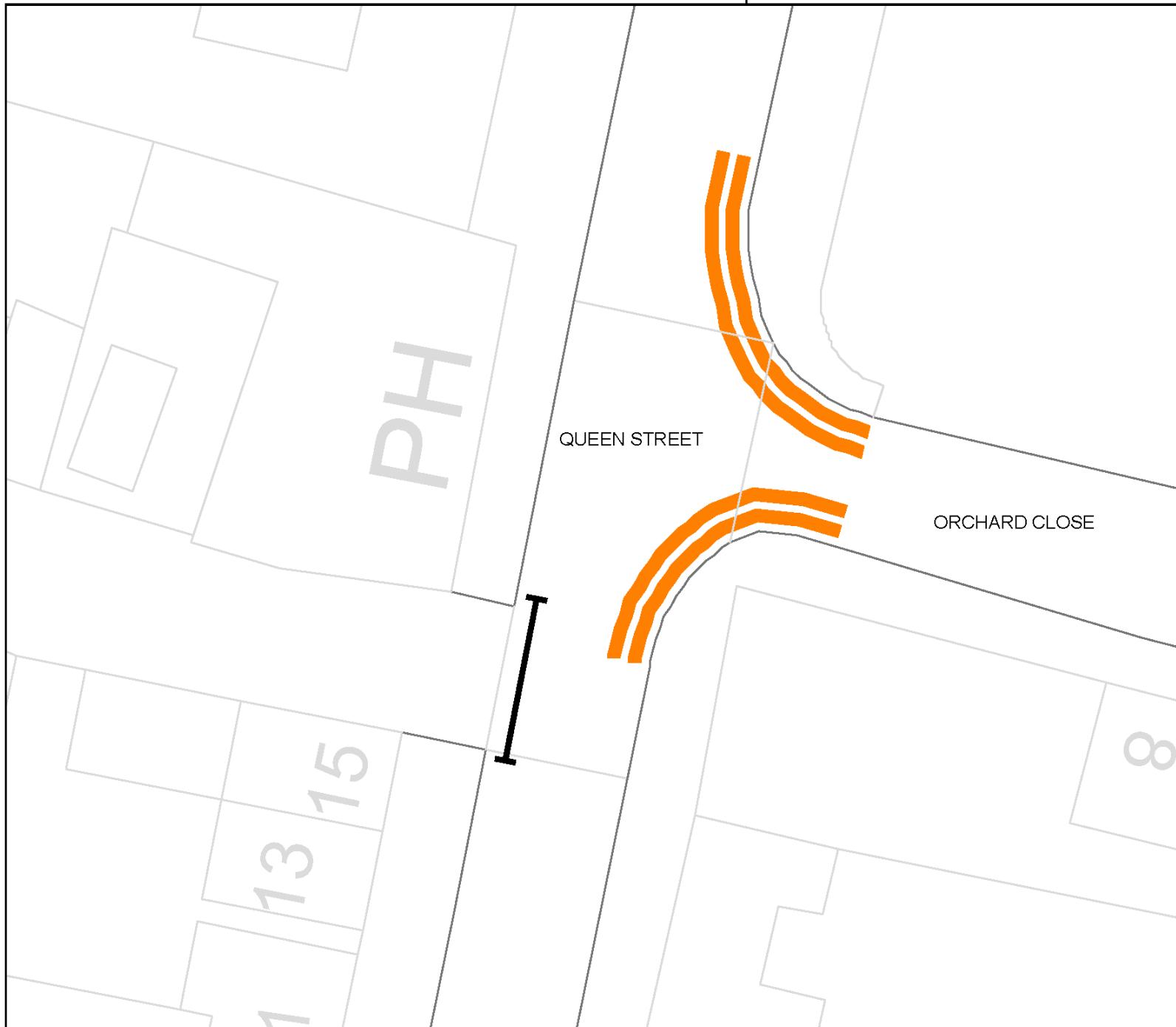
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<small>Deben Jenkins Director of Corporate Services Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>															
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Oxfordshire County Council					
Daren Jenkins Director of Customer & Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title					
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ANNEX 3					
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Drawing No.					
Revision					



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Project title					
Proposed Parking Restrictions					
Drawing title					
Cover Place/ Back Lane - Eynsh ANNEX					
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Rev.	Date	Purpose of revision
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OXFORDSHIRE COUNTY COUNCIL		
Darren Jenkins Director of Customer & Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111		
Project title		
Proposed Parking Restrictions		
Drawing title		
Orchard Close & Queens Lane - Eynsham		
Drawing Status		
Consultation Scale @ A3 NTS Drawn by LN Date drawn 12/11/2019		
Checked by MW Date checked 12/11/2019		
Approved by MW Date approved 12/11/2019		
Oxfordshire Project No. & File Ref		
Parish 206		
Drawing No.		Revision

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Local County Councillor, (Division)	Support – I strongly support both. Indeed, I have provided financial support for progressing the six- so have conflict of interest not financial.
(3) West Oxfordshire District Council	No objection – WODC Planning and Strategic Housing has no planning objections to the proposed parking and loading restrictions.
(4) Local Resident, (Eynsham)	<p>Object – I have been a resident living in the centre of Eynsham for over a decade and continue to be a regular shopper, supporting our local businesses. However, residents of the village centre have been disappointed that the Parish Council did not perform a subjective consultation for this proposal. If they had then we think improvements to the parking problem could have been presented that would benefit all users of this limited resource. The quantity and location of the proposed 1 hour bays and the loading bay in the centre of the village will prevent residents from parking a reasonable distance from their home. It's an everyday fact in this village centre that during normal business hours and Church services there is insufficient parking in the centre of the village. During these busy times we regularly have to park 150m away from our home which is very inconvenient and would be unacceptable for older residents or families with young children.</p> <p>The current proposal is unfair because it: -</p> <ul style="list-style-type: none"> • only increases parking for: - o Shop customers o Large business deliveries. Why is this necessary because the COOP already has their own loading bay at the rear? • and decreases parking for: - o Residents and visitors o Business workers

	<ul style="list-style-type: none"> o Customers to the pub, cafe and art workshop as you would probably stay >1 hour o Commuters to Oxford • No change o Church attendees <p>A fair option would be to use a parking permit and 2 hour stay scheme in the centre of the village as well as installing a bus stop adjacent to the playing field car parks to give commuters to Oxford increased parking.</p>
(5) Local Resident, (Eynsham)	<p>Object – We don't see why such urbanisation of this small village is necessary. Why do we need yellow lines as if it is a major conurbation?</p>
(6) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Neither/Concerns Queen Street/Orchard Close - Neither/Concerns Parking Bays (High Street) - Support Parking Bays (Mill Street) - Object Loading Bay (High Street) - Support</p> <p>My reason for completing this is my concern about the impact of the proposed new bays for residents of Mill Street. Will there be an introduction of residents permit only parking as well, to offset the fact that we will no longer be able to park in these new 1 hour bays, whilst people coming to use local businesses, as well as staff working all day from local businesses, and residents of other 'less busy' streets will all still be able to park outside my house for as long as they wish?</p> <p>I often return home over lunchtime with two preschool children in my car (often at least one is asleep and needing carried to her bed), unable to park near my house due to people coming to use the post office, Snax etc. If one of these new bays are free when I arrive, but there is no space directly outside my house until the lunch rush is over (as if often the case), will I now have to park in this new bay and then later try get the kids out of the house and back in the car to move it after an hour (the kids are too young to be left unattended) to avoid a fine? Or would you rather I don't park in the new bay and try carry both children and all their swimming gear even further down the busy street, to keep it free in case someone really wants to buy a sandwich?</p> <p>This policy seems to prioritise businesses over local residents. Is there actually any evidence that people are currently not using these businesses due to the absence of 6 dedicated (but not necessarily available at any given time) bays? I'm not clear this will actually increase trade, but it will reduce the available space for local residents.</p>

	<p>If you aren't planning residents only bays to offset the lost space for us, is there any chance of mitigating the impact of 1 hour bays by asking staff from local businesses (Snax, Talmages...) to use the free village car park for the day? And maybe to ask Talmages to park all their vans in their dedicated car park? This would of course free up space for their customers as well as their neighbours.</p> <p>Overall, i think that although busy, the area has a good mix of users and we all get along pretty well, so i wouldn't propose adding in bays to help the business OR the residents. I just don't think it's fair to help one but not the other given the parking pressures already apply to us all.</p>
(7) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Support Parking Bays (High Street) - Support Parking Bays (Mill Street) - Support Loading Bay (High Street) - Object</p> <p>I do not believe there is need for a loading bay opposite the Co-Op. Their deliveries are received through the rear of the building. The delicatessen and butchers do not have sufficient deliveries to warrant a full time Mon to Fri, 9-5pm loading bay. Nowhere in the documentation do you give the rationale for the loading bay. If you want to consult please give me the information I need in order to make a fully informed decision.</p>
(8) Local Resident, (Eynsham)	<p>Concerns – I understand the rationale behind them which will certainly help local businesses but for residents in the heart of the village it may well increase parking difficulties.</p> <p>I live in Church Street where cars regularly park on what is a footway making it unsafe for pedestrians to walk on the road. The broken white lines which delineate the footpath have almost disappeared and the painted word footway has completely disappeared. Church Street is the access for several large Co-op delivery trucks every day. Occasionally they are unable to access the delivery point because of the combination of parked cars and recycling bins. Less parking in Mill Street and the High Street will mean that there is a danger that more people will park in Church Street while shopping.</p> <p>I see at Barnard Gate there is a newly painted footway in a location where there is a very wide grass verge to walk on.</p>

	<p>Can you please give some consideration to improving conditions in Church Street by at least re-instating the painted footway.</p>
(9) Local Resident, (Eynsham)	<p>Concerns – I live in the centre of the village (Thames Street) and I do not have access to off street parking. We have lost the spaces that were previously available in The Tuer and there have been developments allowed that have led to additional residents parking in the village centre.</p> <p>I agreed that we need to have some assistance in managing parking in the centre of the village and support the shops in trying to ensure that there are places for passing trade and deliveries. However, the current plans place the needs of the businesses, passing shoppers and those parking to work / catch buses to Oxford above the needs of local residents to park close to their homes.</p> <p>We moved to Eynsham from Oxford, where the parking policies seem to be more balanced and I would like to see something similar in Eynsham. Could the entire village centre be a permitholders / 1 hour parking zone - with the loading bays as specified? This would better serve the needs of residents, shops and shoppers, whilst discouraging those who use the village as a park and ride for Oxford. Those who work in local businesses could be encouraged to use the village car park, rather than parking in the centre of the village (it is not unusual to have to walk 5 minutes from where you park to your place of work, so I do not think this is too draconian).</p> <p>I do not like the idea of specified 2 hour spaces - these would only meet the need of shoppers and passing trade - whereas the whole centre being permit holders or 1 hour, would mean that every space could be used flexibly. Inevitably, during the day there would be more spaces available for shoppers as many working residents' cars would not be there.</p> <p>I believe that if the plans go ahead as they currently stand, it would be increasingly difficult for me and my family to find anywhere to park.</p> <p>It has to be noted that during lockdown, when it was just residents and local shops using the parking, there was a marked change in the amount of parking available in the centre of the village. It would be good to get to a stage where the only people parking in the centre of the village are those who live here or are using local businesses.</p>

(10) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - No opinion Queen Street/Orchard Close - Support Parking Bays (High Street) - No opinion Parking Bays (Mill Street) - No opinion Loading Bay (High Street) - No opinion</p> <p>I support the introduction of double yellow lines on Queen Street at the Junction with Orchard Close (Draft Traffic Order 13(b)), conditional on these lines being extended further into Orchard Close as the Close is regularly blocked by cars parked at the corner preventing access to the Close by waste and recycling vehicles and large delivery vehicles contrary to The Road Vehicles (Construction and Use) Regulations 1986, s.103.</p> <p>The Highway Code (Rule 243) says 'Do not stop or park...within 10 metres (32 feet of a junction...)'. This should be the minimum extension of double yellow lines into Orchard Close to keep the junction clear.</p> <p>I would also suggest parking restrictions for a least one car space be placed on the south side of Orchard Close adjacent to the streetlight pole opposite 1 Orchard Close. When this space is occupied by a parked vehicle, because of the narrowness and tracking curve of the road, waste, recycling and delivery vehicles are regularly obliged to trespass on and cause damage to the frontage of 1 Orchard Close.</p>
(11) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Support Parking Bays (High Street) - Neither/Concerns Parking Bays (Mill Street) - Neither/Concerns Loading Bay (High Street) - Neither/Concerns</p> <p>Reasons for Support of Back/Lane Clover Place & Queens St/Orchard Close I support the restrictions of on-street parking on street frontage identified on your plans. In the case of Queens Street and Orchard Close the restriction needs to be extend beyond the stretch of kerbside you have marked on the consultation plan with a double yellow line on both sides of the spur junction in Orchard Close, opposite No 1, preventing parking under the street light. I would recommend a meeting on site with the residents to agree the precise points.</p> <p>This order will also ensure that the Queens Street / Orchard Close junction secures access for emergency and service</p>

	<p>vehicles, as well as avoid dangers i.e. the benefits go beyond those stated in your list of reasons for introducing this order.</p> <p>Reasons for Concern about the High Street / Mill Street restrictions</p> <p>Although I am supportive of the need to control parking and agree with the locations identified I am concerned that the proposed action is only part of what is required to secure the safety and environment of the Eynsham Village centre. On its own it is a sticking plaster solution to the problem that exists and will intensify near future. What is required is a proper traffic management plan to give priority to the pedestrian at the heart of the village by reducing traffic speeds through the centre and creating proper space for pedestrian movement. At present priority is given to vehicular traffic and the narrow pavements make this worse. Introducing parking restrictions will reinforce this. There must be a proper scheme for the centre for example in terms speed controls, wider pavements or shared surfaces and public realm enhancement, in addition to just controlling parking. The risk is that the parking controls in the centre will merely exaggerate the priority given to through traffic.</p> <p>This is an issue that needs to be addressed now because there is a real risk that the safety and environment of the centre which is poor but tolerable at present, will become undesirable as pressure is put on the village centre with the scale of new housing proposed in the Local Plan, which in effect will double the size of village, making it the third largest settlement in West Oxfordshire. It may also be that Post-Covid the shift to greater dependency on local service provision will create added pressure. Therefore, I recommend that the introduction of the restrictions (with the modification I propose) must at the same time be linked to a commitment to preparing a village centre enhancement scheme as a matter of priority.</p>
(12) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Support Parking Bays (High Street) - Support Parking Bays (Mill Street) - Support Loading Bay (High Street) - Support</p> <p>Double yellow lines - Queens Street/Orchard Close: As a resident of Orchard Close for 34 years, I am very much in favour of this proposal. For many years the parking of cars at the junction - frequently by users of the Queens Head public house opposite- have frequently prevented access by refuse lorries, delivery lorries and with no pavements in Orchard Close, has created a dangerous walkway for pedestrians. Access for car drivers entering and visibility issues leaving the Close has also been dangerous, with cars parked at the junction.</p>

	<p>To ensure the junction remains clear in the future:</p> <ol style="list-style-type: none"> 1. Can I request the yellow lines are extended to the drive entrance of 8 Queens Street into Orchard Close. 2. The yellow lines are extended on the north side of Orchard Close along the yew hedge to the garage entrance of 12 Queens Street.
(13) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - No opinion Queen Street/Orchard Close - Neither/Concerns Parking Bays (High Street) - No opinion Parking Bays (Mill Street) - Neither/Concerns Loading Bay (High Street) - No opinion</p> <p>I live on Witney Road and due to the already ridiculous double yellow lines outside my house it means that if I have any visitors they cannot park outside my house. Usually a slot can be found in Clover Place. Double yellow lines down there will mean that they can no longer park there either. The problem is that during the day the car park by the doctors is usually full especially in term time when it is used by pupils from Bartholomew School and, prior to the pandemic, by people parking and then catching the bus and of course by people going to the doctors. My family live away so when they visit they have luggage with them, we can just about accommodate one more car on the drive which means that my son and daughter will have nowhere to park if they both come to visit. SO WHERE DO YOU SUGGEST THEY PARK. The situation with double yellow lines is becoming increasingly frustrating, you need to live in this area to understand the problem. Could the residents at least have parking permits if these, in my opinion, unnecessary and unthought through, decisions are made. Although I do not live in the other designated areas I would be concerned if I did as due to the nature of some properties on those roads I do not think they have any other alternative than to park in the road.</p> <p>I previously objected to the lines put outside my house to no avail, not even an acknowledgement, I hope for a better response to this objection.</p>
(14) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Neither/Concerns Parking Bays (High Street) - Support Parking Bays (Mill Street) - Support Loading Bay (High Street) - Support</p>

	<p>The proposed restriction at the junction of Queens Street and Orchard Close is most welcome. At present, thoughtless parking prevents larger emergency and delivery vehicles from entering Orchard Close.</p> <p>However, the problem will not be fully addressed unless a double yellow line is also introduced on both sides of the spur junction in Orchard Close, opposite No 1, preventing parking under the street light.</p> <p>This junction is on a very sharp bend which is too narrow for parking. At present, larger vehicles often drive over the lawn at No 1.</p>
(15) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Support Parking Bays (High Street) - Support Parking Bays (Mill Street) - Support Loading Bay (High Street) - Support</p> <p>My husband and I wish to state the importance of preserving the resident parking outside of our house on High St, and our neighbour. We are senior citizens and rely on these spaces as our properties are without driveways. We endure irritation in that drivers do use our spaces when we are out, for the purpose of taking the bus into Oxford for the day, The Evenlode DIY struggle with the same issue.</p>
(16) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Support Parking Bays (High Street) - Support Parking Bays (Mill Street) - Support Loading Bay (High Street) - Support</p> <p>We really need the double yellow lines on the Queen Street/Orchard Close junction. For many years, people have been parking their cars here - sometimes for a few days at a time. It makes turning out of Orchard Close difficult and dangerous. It also prevents the waste collection lorries from being able to access Orchard Close sometimes. And worryingly, it could prevent emergency vehicles from entering Orchard Close.</p> <p>The bays on Mill Street and High Street are also needed to allow the local business to flourish by allowing customers</p>

	to have somewhere to park.
(17) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Support Parking Bays (High Street) - Support Parking Bays (Mill Street) - Support Bay (High Street) - Support</p> <p>Supporting the scheme because the parking in Eynsham needs addressing and it will help local shops</p>
(18) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - No opinion Queen Street/Orchard Close - Neither/Concerns Parking Bays (High Street) - Support Parking Bays (Mill Street) - Support Loading Bay (High Street) - Support</p> <p>I support the addition of Double Yellow Lines at the junction of Queen Street and Orchard Close in Eynsham. However in order to prevent there being a restricted entry to Orchard Close caused by vehicles parked further along Orchard Close, the Double Yellow Lines need to be extended further in to Orchard Close away from the junction.</p> <p>The length of the extension needs to be determined on site to enable adequate access for Waste &recycling vehicles, large delivery vehicles and cars at all times. There is also a need to ensure adequate access to Orchard Close for Fire Engines and Ambulances at all times.</p> <p>The other parking/loading bay proposals are supported to ease current parking problems.</p>
(19) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Neither/Concerns Parking Bays (High Street) - Support Parking Bays (Mill Street) - Support Loading Bay (High Street) - Support</p>

	<p>I very much support the principle of the double yellow lines in Queen Street/Orchard Close. There have been many occasions when waste, recycling and green waste vehicles have not been able to enter Orchard Close as people have parked their cars in the entrance to the close, and/or on one or both sides of the road in the first 10 or 20 metres or so of the close. There have also been occasions when delivery lorries have not been able to enter the close, or the drivers have had great difficulty trying to get past parked cars. On many occasions when I've driven into the close in a car I've noticed that it would not be possible to get a fire engine or possibly an ambulance into the close. I've looked at the drawing provided in the consultation documentation and estimate that the double yellow lines end at or around the rumble strip (which is not marked on the drawing). If they do end there then I'm concerned that it will make the situation worse as, quite reasonably, people see the end of a double yellow line as an invitation to park. If cars park in the first 10 or 20 metres or so Orchard Close they may well cause an obstruction to vehicles. I would very much support the proposals if the double yellow lines extended further into Orchard Close to a point where it's safe to park and would not cause an obstruction to emergency services vehicles, waste and recycling vehicles etc.</p>
<p>Page 206</p> <p>(20) Local Resident, (Eynsham)</p>	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Support Parking Bays (High Street) - Support Parking Bays (Mill Street) - Support Loading Bay (High Street) - Neither/Concerns</p> <p>I live in the centre of the village and I witness a lot of the problems. I do have some concerns that the number of available parking spaces will reduce especially with the loading bay in the High Street opposite the Co-op. I often witness the problems delivery vehicles have and although that will greatly assist them, it will be very frustrating for shoppers wanting to drop in either for a quick shop (a lot of people do that on the way to work) or for longer shop as it will remain unused for the greater part of every day.</p> <p>There is a lot of informal parking in The Square in addition to the 5 formal spaces and 1 disabled space, and this generally works well except when some drivers park very thoughtlessly indeed. Generally, the thoughtless ones don't stay very long though!</p> <p>However there is one point that I would like to draw attention to. At the east side of the disabled bay there is a 'triangular' piece of paving immediately south of the stone 'cairn'. A few people have recently started parking there, especially overnight, and even small vehicles stick out into the road on that corner. I have witnessed very large early morning delivery lorries to the Co-op having great difficulty (and sometimes giving up) trying to negotiate the corner in order to get access to the rear delivery yard of the Co-op. This is sometimes made worse by vehicles also parking opposite, outside the church, where there is already a discrete 'no parking' sign.</p>

	I don't think the proposed loading bay on the High Street opposite the Co-op will be a cure for that as the driver explained to me recently that it was the smallest lorry the Co-op had and he has to access the rear yard as he has a huge amount to deliver on large metal trollies. It wouldn't be appropriate to cross the busy road and take them in the front entrance, although that may well suit the smaller specialist deliveries.
(21) Local Resident, (Eynsham)	<p>Back Lane & Clover Place - Support Queen Street/Orchard Close - Support Parking Bays (High Street) - Neither/Concerns Parking Bays (Mill Street) - Neither/Concerns Loading Bay (High Street) - Neither/Concerns</p> <p>I live in Eynsham, on Mill Street and have concerns about the practicality and enforcement of the measures proposed. Will traffic wardens be deployed to the village to enforce the loading and parking bay restrictions?</p> <p>More specifically, if lorries are going to park in the loading bay opposite the Co-op, how will there be enough room for the buses to get past?</p>
(22) Local Resident, (Eynsham)	<p>Neither – We would like to request double yellow lines at the road entrance to Millers Cottages which is off Mill Street. 16 dwellings depend on access but frequently cars park across the entrance. (This has become more frequent as people are shopping online) it's impossible then to access or to leave. I know I write on behalf of others living here.</p> <p>This would be a simple addition to the other proposals and is really necessary. Yellow lines are a good deterrent!</p>
(23) Local Resident, (Eynsham)	<p>Neither – All the residents of Mill St Mews have had parking prob's for some time, mainly vehicles blocking the entrance to the mews. We have a number of elderly residents here & the chance of an ambulance not being able to gain access is very real. Hoping you may be able to factor this in your parking plans for Mill Street.</p>
(24) Local Resident, (Eynsham)	<p>Neither – As a resident of the over 55's development ,Mill Street Mews, which is situated in between the Library and the Market Garden via the access road to the Mews, I am constantly witnessing parking across the entrance to the Mews and also parking so close to the entrance that it is impossible to see the oncoming vehicles along Mill Street</p>

	<p>making mine and the other 8 residents virtually impossible to drive left or right to leave our properties. it is very dangerous for them even when crossing the road to the Post Office. There are 'Keep Clear' Parking signs on the road which are very worn out and completely ignored.</p> <p>While you are sorting out 1 hr parking bays and double yellow lines, as proposed in this consultation, can you also consider renewing the signage on the road outside the Mews please or adding double yellow lines.</p>
<p>(25) Local Resident, (Eynsham)</p>	<p>Neither – I am content with the proposals for one hour parking outside the shop at 32 to 34 Mill Street but suggest that whilst marking these up you repaint and extend the existing KEEP CLEAR lines from the southerly end of the new markings past the entrance to Mill Street Mews to the end of the markings beyond the road hump and entrance to the library. This is because the exit from Mill Street Mews is almost blind both left and right and is dangerous. Mill Street Mews provides an entrance to 9 dwellings for elderly people (retirement homes), most of whom have cars, and off street parking for another 3 cars to the rear of the shop (32 to 34) & so it is quite busy. Additionally, the addition of two one hour parking bays on the other side of the street (west side, as per your proposal) will make the exit yet more difficult. The road hump is used as a crossing to the shops and Post Office on the other side and vehicles travel down Mill Street at 30 MPH (often faster) so a blind exit offers "an accident waiting to happen".</p>
<p>(26) Local Resident, (Eynsham)</p>	<p>Support – The current proposals for the proposed traffic restrictions in the High Street look fine to me. The reason for writing to you now is to ask whether, when the new lines are painted on the road, some thought might be given to the line across our access getting out onto the High Street from our drive , shared with two other houses and used regularly by 5 cars, is made very tricky by the fact that parked vehicles, especially vans and cars with tinted windows obscure the vision when they are parked up to, or often over, the white line. It can sometimes be a very dangerous exercise to get our cars out of the drive and into the road, with no vision of oncoming traffic.</p> <p>A solution would be to extend the white line on both sides which would offer a partial solution, and if this could be done at the same time as the other line painting, it would be really helpful.</p>



EYNSHAM PARISH COUNCIL

CLERK: KATHERINE DOUGHTY,
91 BRIZE NORTON ROAD, MINSTER LOVELL, WITNEY, OXON. OX29 0SG

Telephone: 07956 901622 Email: epc.clerk@eynsham-pc.gov.uk Web: www.eynsham-pc.gov.uk

Oxfordshire County Council

22 September 2020

Dear Sir/Madam

Proposed Traffic Regulation Order – Double yellow lines, parking bays and loading bays, Eynsham. Representation for Delegated Decisions by Cabinet Member for Environment (including Transport) Meeting - Thursday, 8 October 2020 10.00 am

Following a reviewing of the consultation responses, we wish to make the following observations:-

Parking bays	<p>There is overwhelming support and understanding for the proposals albeit in a few cases, with some reservations. This concurs with the outcome of the Retail Groups' survey of every resident in the High Street. There is only one outright objector to all the proposals who supports this with specific comments. However, the resident doesn't appear to have taken into account the positive benefits that shops/businesses bestow on the village, namely enhanced property values and the convenience of so many services within a few minutes' walk, not to mention the social service that the shops give freely. The resident appears not to comprehend the difficulties imposed on the shops when customers and/or delivery vehicles can't park close by.</p> <p>Most people using the <u>one hour</u> bays will be residents from within Eynsham and from the surrounding villages who are running errands and quickly using the shops and services in the vicinity. The recycling of vehicles through the busiest spaces will alleviate problems of shoppers and delivery drivers having to search around for a park. This is surely a better use of space to have many people able to use a parking space in a busy location, than someone parking there for days on end.</p> <p>The <u>1 hour</u> parking bays will certainly help the high street businesses to survive and thrive, which most people would certainly be in favour of.</p> <p>For these reasons, the new arrangements might in fact make it easier for residents to find a place to park.</p>
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Loading bay	<p>In relation to Resident Response no.21, this location was agreed in conjunction with Stagecoach in an effort to improve flow and safety at that pinch point (Harris's Corner). The suggested space would not be in constant use. It would thus increase safety by enabling vehicles to pull into the space when a bus is approaching allowing it to pass. Stagecoach's service is a huge asset to <u>Eynsham</u> and we need to be cognisant that if the buses keep finding it difficult to manoeuvre, they may choose to alter the service.</p> <p>The butcher has around 3 - 4 deliveries a day and Cornucopia Cooks has between 3 and 10 a week. Although the Co-op does have most deliveries made to the rear of the shop, many (including daily bread) park on Mill Street. The loading bay will serve other shops in the immediate vicinity as well as those mentioned.</p>
Double yellow lines	These are supported and will need to be reviewed in future to consider further enhancements to the schemes.
Other comments	Residents raise matters outside the scope of the proposed TRO including (1) access to Mill Street Mews, (2) footpath marking at Church Street (which has been raised with Mike Wasley to undertake), (3) people parking in the village to catch buses to Oxford and (4) Parking Permits.

In consideration of the amount of work that has contributed to this proposed TRO, should OCC members consider that one or more components are unacceptable, the Council kindly request that the remaining more acceptable components are confirmed for the TRO to be made.

Furthermore, we kindly request that Oxfordshire County Council carry out a Strategic Review of the traffic flow (all modes including walking, cycling, public transport and private car) in Eynsham village and make recommendations for improvements to the current footprint and its relationship to the new developments at West Eynsham SDA and Salt Cross Garden Village.

Yours sincerely

Clerk to the Council

Division(s): N/A

CABINET MEMBER FOR THE ENVIRONMENT – 8 OCTOBER 2020

OXFORDSHIRE MINERALS AND WASTE ANNUAL MONITORING REPORT 2018 (CALENDAR YEAR)

Report by Director for Planning and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to:
 - (a) approve the Oxfordshire Minerals and Waste Annual Monitoring Report 2018 (Calendar Year) annexed to this report;
 - (b) authorise the Director for Planning & Place to carry out any necessary final editing of the Minerals and Waste Annual Monitoring Report 2018 (Calendar Year) for publication on the County Council website.

Executive Summary

2. The County Council is required to prepare and publish minerals and waste local plan monitoring reports. The Annual Monitoring Report must report on implementation of the Minerals and Waste Development Scheme (the programme for preparation of the Minerals and Waste Local Plan) and on the extent to which local plan policies are being achieved. This is a procedural and information requirement of the Planning & Compulsory Purchase Act 2004 (as amended by the Localism Act 2011).
3. A draft Oxfordshire Minerals and Waste Annual Monitoring Report 2018 covering the year 1 January to 31 December 2018 is appended for approval. Ordinarily this report would have been prepared in December 2019 however, as this is the first monitoring report of the MWLP Part 1 - Core Strategy which was adopted in September 2017, which required new evidence and monitoring to assess the newly adopted policies this process has taken longer to assimilate than usual.
4. It cross refers to the Council's Local Aggregate Assessment 2019 and Waste Needs Assessments 2020 and 2015, which contain more detailed information and will sit alongside this Annual Monitoring Report.
5. The AMR reports on the implementation of the 33 policies in the Oxfordshire Minerals and Waste Core Strategy (OMWCS). This is done in accordance with the monitoring framework set out in the OMWCS. It sets out whether the relative targets have been achieved in accordance with the policies. There are also triggers defined which, if invoked, would require a review of the OMWLP. As we are still preparing the OMWLP Part 2 – Site Allocations this would mean a review of the OMWCS. It is important to note that all targets were met

bar one which invoked a trigger to review the landbank policy for crushed rock reserves. This is being taken forward through the preparation of the OMWLP Part 2 – Site Allocations work.

6. A summary of the 2018 position reported by the Annual Monitoring Report (AMR) is set out below:
 - a) Achievement of the targets for recycled and secondary aggregate facilities in 2018.
 - b) Achievement of the targets for production capacity for sharp sand and gravel, soft sand and crushed rock in 2018.
 - c) Achievement of 7 year landbanks for sharp sand and gravel and soft sand in 2018.
 - d) Reserves of crushed rock fell below the NPPF 10 year landbank requirement, at 9.9 years in 2018 activating the trigger for review of this policy. We are addressing this through an identification of sites to deliver sufficient crushed rock over the Plan period as part of the preparation of the OMWLP Part 2 – Site Allocations work.
 - e) Achievement of targets for the working of aggregate minerals.
 - f) Achievement of targets for safeguarding land for mineral working – no applications were permitted by the County Council in 2018 that would result in the sterilization of mineral resources and no District allocations were made in 2018 where there was an objection from the County Council on grounds of minerals safeguarding.
 - g) A delay in the preparation of the OMWLP Part 2 – Site Allocations leading to a delay in the publication of the pre-submission draft. The 2018 AMR reports that currently the timetable for examination and adoption of the OMWLP Part 2 – Site Allocations is under review.
 - h) Progress in the restoration of mineral workings; there were six mineral restoration schemes approved in 2018, including two new sites and four revisions to previously approved schemes, achieving net gain in biodiversity.
 - i) Achievement of targets for waste management capacity sufficient to meet the amount required for the specified waste streams except for construction, demolition and excavation waste in Oxfordshire.
 - j) Achievement of targets for the diversion of waste from landfill and targets for the use of inert waste for infill as part of site restoration.
 - k) Target achieved for the management of agricultural waste.

- i) Target achieved for the storage of low level and intermediate level radioactive waste.
- m) Achievement of targets for the approval of applications taking into account the relevant Core Strategy policies.

Introduction

7. Oxfordshire County Council has prepared the new Minerals and Waste Local Plan: Part 1 – Core Strategy (Core Strategy), which was adopted on 12 September 2017 and is now preparing Part 2: Site Allocations Plan. Under section 35 of the Planning and Compulsory Purchase Act 2004 (as amended by The Localism Act 2011) the County Council is required to monitor the progress of the plan and the implementation of policy. In addition, the EU Waste Framework Directive, 2008 (2009/98/EC) (transposed through the Waste (England and Wales) Regulations 2011) requires waste planning authorities to report on details of existing, newly granted and recently closed waste facilities.
8. The Annual Monitoring Report (AMR)
 - Covers the period 1 January 2018 to 31 December 2018;
 - Details the progress on preparation of the new Oxfordshire Minerals and Waste Local Plan against the Local Development Scheme;
 - Reports on the implementation of policies in the Core Strategy.
9. The AMR also has regard to the Duty to Cooperate as set out in Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended), section 110 of the Localism Act 2011 and paragraphs 24 to 27 of the National Planning Policy Framework (NPPF) revised 2019. However, it should be noted that the requirement for Statements of Common Ground was not brought in until the 2019 revision of the NPPF, after the 2018 calendar period of this AMR.
10. Annual Monitoring Reports (AMRs) are published on the County Council's website following approval by the Cabinet Member for the Environment. AMRs are an important evidence base in assessing the effectiveness of the Minerals and Waste Local Plan policies.

Local Development Scheme

11. The Minerals and Waste Development Scheme (MWDS) is a statutory document setting out the planning policy documents (local development documents) that will make up the Oxfordshire Minerals and Waste Local Plan and the programme for the preparation of the plan. The first Oxfordshire MWDS came into effect in May 2005 and it has since been reviewed and revised as necessary to maintain an up to date programme for the preparation of the plan. The most recent was in March 2020 (10th Revision). However, for the period that this Annual Monitoring Report covers (2018), the Local Development Scheme 2017 (8th Revision) was applicable.

12. The MWDS provides for a two-part Minerals and Waste Local Plan to be prepared, covering the period to 2031, and comprising: Part 1 – Core Strategy; and Part 2 – Site Allocations.

Progress of Minerals and Waste Local Plan: Part 1 Core Strategy

13. In the MWDS December 2017, it highlights that the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy was adopted in September 2017. Therefore, it now forms part of the Development Plan and replaces the majority of the policies in the Oxfordshire Minerals & Waste Local Plan 1996. The National Planning Policy Framework (NPPF) states policies in local plans and spatial development strategies, should be reviewed to assess whether they need updating at least once every 5 years, and should then be updated as necessary. This will apply to the Core Strategy and the policies contained within it.

Progress of the Minerals and Waste Local Plan: Part 2 Site Allocations Plan

14. In 2018, the MWDS December 2017 (8th Revision) was in place, but at the time of the publication of the AMR 2018 the MWDS (10th Revision) has been approved. So, it is against the MWDS 10th revision that progress is measured in the AMR 2018.
15. The AMR reports progress on community engagement and consultation however, responding to the consultation responses from the very successful round of community engagement has led to a delay in the next stage of the OMWLP Part 2 – Site Allocations Plan, caused by a need to respond to the points raised in the public consultation. There is also uncertainty over the Planning Inspectorates timetables following the effects of Covid 19, and so the likely date of the examination, and later stages of the MWDS will need to be reviewed.
16. For full details of the 2020 revised timetable and progress to date, alongside the 2017 and 2019 MWDS revisions, please see Appendix 1 of Annex 1.

Statement of Community Involvement

17. The first Oxfordshire Statement of Community Involvement (SCI) was adopted in November 2006 and revised in 2015. There was no need to undertake a review of the Statement of Community Involvement during 2018.
18. Having regard to changes in national procedures and policy on plan making since 2018, a Revised Oxfordshire Statement of Community Involvement was adopted by the County Council in May 2020.

Duty to Cooperate

19. The AMR has regard to the Duty to Cooperate as set out in Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended), section 110 of

the Localism Act 2011, and paragraphs 24 to 27 of the National Planning Policy Framework (NPPF) revised 2019. This places a duty on Local Planning Authorities that “Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy.” It further states that “in order to demonstrate effective and on-going joint working, strategic policymaking authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these.” However, it should be noted that the requirement for Statements of Common Ground was not brought in until the 2019 revision of the NPPF, after the 2018 calendar period of this AMR.

20. The County Council responds to Duty to Cooperate consultations from other minerals and waste planning authorities and attends meetings as and when required, to maintain and ensure effective engagement.
21. During 2018 there was engagement with the following authorities:
 - a. Buckinghamshire County Council,
 - b. Cambridgeshire & Peterborough Combined Authority,
 - c. Central and Eastern Berkshire Authorities,
 - d. Gloucestershire County Council/Swindon Borough Council/Wiltshire Council,
 - e. North Lincolnshire Council,
 - f. South Gloucestershire Council,
 - g. Surrey County Council,
 - h. Wakefield Council,
 - i. West Berkshire Council

Monitoring Achievements of Policies

22. The Minerals and Waste Core Strategy includes a monitoring framework, which forms the basis for monitoring the implementation and effectiveness of the policies in the plan. As the Plan was not adopted until September 2017, 2018 is the first full year the Policies can be monitored.
23. In addition, the Site Allocations Plan has yet to be produced and therefore policies that cross-relate to this document will not be able to be monitored until it has been adopted.
24. Only 16 policies relating to specific areas remain saved pending the adoption of the Site Allocations Plan. These policies are generally not written in a way that enables their achievement to be reported on, but the AMR covers issues relating to their implementation.
25. The AMR 2018 reports on monitoring of the following:
 - a) Sales (production) of land-won aggregate minerals (soft sand, sharp sand and gravel, and crushed rock – limestone and ironstone);
 - b) The landbank of permitted reserves of aggregate minerals;
 - c) Permissions granted for aggregate mineral extraction and for secondary and recycled aggregates production;

- d) Secondary and recycled aggregates production and production capacity;
- e) Quantities of different wastes arising and methods of waste management;
- f) Permissions granted for waste management facilities and capacities of different types of facility.
- g) The use of the adopted Core Policies (C1-C11) within the County Development Management decisions.

Summary of Findings

26. Findings within the 2018 AMR indicate that the policies contained in the Oxfordshire Minerals and Waste Local Plan were effective in 2018, summarised as follows:

- a. The 2018 reserves for sharp sand and gravel were shown to be above the 7-year requirement. The NPPF requires a 7-year land bank to be maintained for soft sand, which based on 2018 reserves, we had.
- b. The NPPF requires a 10-year land bank for crushed rock, based on the figures for 2018 the landbank in Oxfordshire for crushed rock was just below the ten year requirement at 9.9 years. This is a trigger within the policy monitoring and will be addressed thorough the preparation of the Site Allocations Plan.
- c. Landfill diversion targets were generally being met by MSW (Municipal Solid Waste) and C&I (Commercial & Industrial) waste streams, but not for CDE (Construction, Demolition and Excavation) waste streams. Particular attention will need to be given to the monitoring of CDE waste streams in future reports.
- d. Safeguarding policies within the OMWLP were also shown to be effective.

Monitoring of Policy Implementation – Minerals

Sharp Sand and Gravel

27. Sales of sharp sand and gravel in 2018 were 796,197 tonnes, up from 702,809 tonnes in 2017. The 10-year sales average (2009 – 2018) is 592,000 tonnes a year, and the three-year sales average (2016 – 2018) is 717,000 tonnes a year.

28. Permitted reserves of sharp sand and gravel at the end of 2018 were 12.925 million tonnes. The landbank for sharp sand and gravel at the end of 2018 was 12.7 years at the LAA requirement rate of 1.015 million tonnes per annum (mtpa). The NPPF requires a 7-year land bank to be maintained for sharp sand and gravel. With current reserves the sharp sand and gravel landbank is above the 10-year requirement.

29. Annual production capacity for sharp sand and gravel in 2018 totalled 1,624,000 tonnes.

30. One new permission for sharp sand and gravel extraction was permitted in 2018 (2.5million tonnes).

North/South Production Split

31. Production capacity for sharp sand and gravel in 2017 totalled 1,624,000 tonnes, distributed 58% in 'northern' Oxfordshire (Cherwell and West Oxfordshire Districts) and 42% in 'southern' Oxfordshire (South Oxfordshire and Vale of White Horse Districts).

Soft Sand

32. Sales of soft sand in 2018 were 252,150 tonnes, compared to 251, 298 tonnes in 2017. The 10-year sales average is 202,000 tonnes a year, and the three year sales average is 243,000 tonnes a year. Permitted reserves of soft sand at the end of 2018 were 3.091 million tonnes. The landbank for soft sand was 12.7 years at the LAA requirement rate of 0.243 mtpa. The NPPF requires a 7-year land bank to be maintained for soft sand, which based on current reserves, we have.
33. Annual production capacity for soft sand in 2018 totalled 390,200 tonnes.
34. One permission for soft sand extraction was permitted (0.5mt).

Crushed Rock

35. Sales of crushed rock in 2018 were 751,059 tonnes, down from 866,849 tonnes in 2017. The 10-year average is 601,000 tonnes a year, and the three-year average is 788,000 tonnes a year. Reserves of crushed rock at the end of 2018 totalled 7.718 million tonnes. The landbank for crushed rock was 9.9 years at the LAA requirement rate of 0.788 mtpa. The NPPF requires a 10-year land bank for crushed rock, and with a landbank of 9.9 years, Oxfordshire are just below the 10-year requirement. This is a trigger within Policy monitoring and will be addressed through work on the preparation of the Site Allocations Plan.
36. Annual production capacity for crushed rock in 2018 was 1,700,000 tonnes for crushed rock.
37. There were no new permissions for crushed rock extraction given in 2018.

Secondary and Recycled Aggregate

38. Sales of recycled and secondary aggregates in 2018 were 406,000 tonnes, which was 23% of total sales of aggregate produced in Oxfordshire.
39. Total operational capacity for producing recycled and secondary aggregate in Oxfordshire in 2018 was recorded as 860,680 tonnes a year but it is estimated to be nearer to 1,300,2000 tonnes a year.

40. One permission for recycled aggregate facilities, with a total capacity of 50,000tpa, was granted in 2018.

Safeguarding

41. No district matter planning applications were permitted or sites allocated in district local plans for other types of development in 2018 to which the County Council had objected on the basis of mineral safeguarding policy.

Restoration

42. There were six mineral restoration schemes approved in 2018, including two new sites and four revisions to previously approved schemes.

Monitoring of Policy Implementation – Waste

Waste Arisings

43. Total waste originating in Oxfordshire in 2018 from the principal waste streams was approximately 2.109 million tonnes, of which: 0.281 million tonnes was Municipal Solid Waste (MSW); an estimated 0.540 million tonnes was Commercial and Industrial (C&I) Waste; and an estimated 1.288 million tonnes was Construction, Demolition and Excavation (CDE) waste.
44. Of the 0.281 million tonnes of MSW: 30% was recycled; 28% was composted or treated food waste; 39% went to residual waste treatment; and 3% went to landfill. Total municipal waste diverted from landfill in Oxfordshire has risen from 59% in 2012/13 to 97% in 2018.
45. Of the 0.540million tonnes of C&I waste estimated to originate in Oxfordshire: an estimated 61% was recycled; 8% was composted; 17% was treated by other means; and 14% was landfilled. Total diversion from landfill was 86%.
46. Of the 1.288 million tonnes of CDE waste estimated to originate in Oxfordshire: an estimated 33% was recycled; 64% was recovered; and 3% was disposed of.
47. Landfill diversion targets are generally being met by MSW and C&I waste, but not for CDE waste. This will need to be monitored in future reports.
48. Total remaining non-hazardous landfill capacity at the end of 2018 was 4.359 million cubic metres and remaining inert landfill capacity was 7.881 million cubic metres; being enough to last until beyond the current plan period based on 2018 inputs.
49. Three permissions for additional waste recycling and treatment capacity in Oxfordshire, totalling 68,800 tonnes a year, were granted in 2018, two were for Composting/Biological treatment and one was for residual treatment. One

permission was granted for inert landfill (quarry restoration), totalling 11,900 cubic metres capacity.

50. Total capacity for managing the principal waste streams (MSW, C&I and CDE waste) in 2018 was adequate for Oxfordshire to be net self-sufficient in management of these waste streams.
51. No safeguarded waste facilities were prevented or prejudiced from operating due to non-waste development being permitted in 2018.

Financial and Staff Implications

50. The AMR is a factual report based on information from other reports within the MWLP such as the Core Strategy 2017, Local Development Scheme 2020 and Local Aggregate Assessment 2019 and therefore forms the normal part of evidence base and does not raise any additional financial or staff implications.

Equalities Implications

51. The Annual Monitoring Report 2018 is not expected to create any negative equality implications. The AMR is a factual document providing information on sales and production of minerals and the arisings and management of waste. It also is a factual account of the Councils requirements through Duty to Cooperate and progress in the Plan Making process.

SUSAN HALLIWELL
Director for Planning and Place

September 2020

Background papers:

- i. Oxfordshire Local Aggregate Assessment 2019, October 2019
- ii. Oxfordshire Waste Needs Assessment, Update August 2020
- iii. Oxfordshire Waste Needs Assessment, August 2015
- iv. Minerals and Waste Development Scheme, March 2020
- v. Minerals and Waste Core Strategy, Sept 2017

Contact Officer: Charlotte Simms – Senior Minerals and Waste Planning Officer
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Oxfordshire Minerals and Waste Local Plan

Draft Oxfordshire Minerals and Waste Monitoring Report 2018

(1st January 2018 – 31st December 2018)

July 2020



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2. Executive Summary

- 2.1 The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy (Core Strategy) was adopted on 12 September 2017. It provides a new framework against which to monitor the policies controlling mineral development and waste management.
- 2.2 The Oxfordshire Minerals and Waste Local Plan: Part 2 – Site Allocations (Site Allocations Plan) is currently scheduled to be adopted in early 2022. The timetable for its preparation is contained within the Oxfordshire Minerals and Waste Local Plan Local Development Scheme (March 2020)
- 2.3 This monitoring report covers the 2018 calendar year (01 January – 31 December 2018).
- 2.4 As the Core Strategy was not adopted until September 2017, 2018 has been the first full year of being able to monitor and assess the implementation of policies.
- 2.5 The Site Allocations Plan is currently in preparation and therefore policies that cross-relate to this plan will not be able to be monitored until it has been adopted.

Secondary and Recycled Aggregate

- 2.6 Sales of recycled and secondary aggregates in 2018 were 406,000 tonnes, which was 23% of total sales of aggregate produced in Oxfordshire.
- 2.7 Total operational capacity for producing recycled and secondary aggregate in Oxfordshire in 2018 was recorded as 860,680 tonnes a year but it is estimated to be nearer to 1,300,2000 tonnes a year.
- 2.8 One permission for recycled aggregate facilities, with a total capacity of 50,000tpa, was granted in 2018.

Sharp Sand and Gravel

- 2.9 Sales of sharp sand and gravel in 2018 were 796,197 tonnes, up from 702,809 tonnes in 2017. The 10-year sales average (2009 – 2018) is 592,000 tonnes a year, and the three-year sales average (2016 – 2018) is 717,000 tonnes a year.
- 2.10 Permitted reserves of sharp sand and gravel at the end of 2018 were 12.925 million tonnes. The landbank for sharp sand and gravel at the end of 2018 was 12.7 years at the 2019 LAA requirement rate of 1.015 million tonnes per annum (mtpa). The NPPF requires a 7-year land bank to be

maintained for sharp sand and gravel. With current reserves the sharp sand and gravel landbank is above the 7-year requirement.

- 2.11 Annual production capacity for sharp sand and gravel in 2018 totaled 1,624,000 tonnes.
- 2.12 One new permission for sharp sand and gravel extraction was permitted in 2018 (2.5million tonnes).

Soft Sand

- 2.13 Sales of soft sand in 2018 were 252,150 tonnes, compared to 251, 298 tonnes in 2017. The 10-year sales average is 202,000 tonnes a year, and the three year sales average is 243,000 tonnes a year.
- 2.14 Permitted reserves of soft sand at the end of 2018 were 3.091 million tonnes. The landbank for soft sand was 12.7 years at the 2019 LAA requirement rate of 0.243 mtpa. The NPPF requires a 7-year land bank to be maintained for soft sand, which based on current reserves, we have.
- 2.15 Annual production capacity for soft sand in 2018 totaled 390,200 tonnes.
- 2.16 One permission for soft sand extraction was permitted in 2018 (0.5mt)

Crushed Rock

- 2.17 Sales of crushed rock in 2018 were 751,059 tonnes, down from 715,407 866,849 tonnes in 2017. The 10-year average is 601,000 tonnes a year, and the three-year average is 788,000 tonnes a year.
- 2.18 Reserves of crushed rock at the end of 2018 totaled 7.718 million tonnes. The landbank for crushed rock was 9.9 years at the 2019 LAA requirement rate of 0.788 mtpa. The NPPF requires a 10-year land bank for crushed rock, and with a landbank of 9.9 years, Oxfordshire are just below the 10-year requirement.
- 2.19 Annual production capacity for crushed rock in 2018 was 1,700,000 tonnes for crushed rock.
- 2.20 There were no new permissions for crushed rock extraction given in 2018.

North/South Split

- 2.21 Production capacity for sharp sand and gravel in 2018 totaled 1,624,000 tonnes, distributed 58% in 'northern' Oxfordshire (Cherwell and West Oxfordshire Districts) and 42% in 'southern' Oxfordshire (South Oxfordshire and Vale of White Horse Districts).

Safeguarding

2.22 No district matter planning applications were permitted or sites allocated in district local plans for other types of development in 2018 to which the County Council had a maintained objection to on the basis of mineral safeguarding policy.

Restoration and Aftercare

2.23 There were six mineral restoration schemes approved in 2018, including two new sites and five revisions to previously approved schemes. It is not possible to measure the proportion gain in biodiversity from the restoration schemes. However, a net gain in biodiversity was sought in each planning decision.

Waste arisings

2.24 Total waste originating in Oxfordshire in 2018 from the principal waste streams was approximately 2.109 million tonnes, of which: 0.281 million tonnes was Municipal Solid Waste (MSW); an estimated 0.540 million tonnes was Commercial and Industrial (C&I) Waste; and an estimated 1.288 million tonnes was Construction, Demolition and Excavation (CDE) waste.

2.25 Of the 0.281 million tonnes of MSW: 30% was recycled; 28% was composted or treated food waste; 39% went to residual waste treatment; and 3% went to landfill. Total municipal waste diverted from landfill in Oxfordshire has risen from 59% in 2012/13 to 97% in 2018.

2.26 Of the 0.540million tonnes of C&I waste estimated to originate in Oxfordshire: an estimated 61% was recycled; 8% was composted; 17% was treated by other means; and 14% was landfilled. Total diversion from landfill was 86%.

2.27 Of the 1.288 million tonnes of CDE waste estimated to originate in Oxfordshire: an estimated 33% was recycled; 64% was recovered; and 3% was disposed of.

2.28 Landfill diversion targets are generally being met by MSW and C&I waste, but not for CDE waste. This will need to be monitored in future reports.

2.29 Total remaining non-hazardous landfill capacity at the end of 2018 was 4.359 million cubic metres and remaining inert landfill capacity was 7.881 million cubic metres; being enough to last until beyond the current plan period based on 2018 inputs

2.30 Three permissions for additional waste recycling and treatment capacity in Oxfordshire, totalling 68,800 tonnes a year, were granted in 2018, two were for Composting/Biological treatment and one was for residual treatment. One permission was granted for inert landfill (quarry restoration), totalling 11,900 cubic metres capacity.

2.31 Total capacity for managing the principal waste streams (MSW, C&I and CDE waste) in 2018 was adequate for Oxfordshire to be net self-sufficient in management of these waste streams.

2.32 No safeguarded waste facilities were prevented or prejudiced from operating due to non-waste development being permitted in 2018.

3. Introduction

Purpose of AMR

- 3.1 Oxfordshire County Council has adopted the new Minerals and Waste Local Plan: Part 1 – Core Strategy (2017) and is currently preparing Part 2: Site Allocations Plan. Under section 35 of the Planning and Compulsory Purchase Act 2004 (as amended by The Localism Act 2011) the County Council is required to monitor the progress of the plan and the implementation of policy. In addition, the EU Waste Framework Directive, 2008 (2009/98/EC) (transposed through the Waste (England and Wales) Regulations 2011) requires waste planning authorities to report on details of existing, newly granted and recently closed waste facilities.
- 3.2 This Annual Monitoring Report (AMR)¹:
 - Covers the period 1 January 2018 to 31 December 2018;
 - Details the progress on preparation of the new Oxfordshire Minerals and Waste Local Plan;
 - Reports on the implementation of policies in the Core Strategy.
- 3.3 The monitoring framework used as a basis for this AMR is set out within the adopted Core Strategy 2017.

Monitoring of Core Strategy

- 3.4 The AMR monitors minerals and waste development against the Policies in the adopted Core Strategy. As the Core Strategy was not adopted until September 2017, data to monitor and assess the implementation of policies was collected in 2019 following the first full year of assessment in 2018.

Monitoring of Site Allocations Plan

- 3.5 The Site Allocations Plan is still in preparation and as it is not adopted, there are no policies to monitor for this. Once it is adopted its policies will be monitored.

¹ Previous AMRs can be found on the Minerals and Waste Pages of www.oxfordshire.gov.uk

4. Progress against Local Development Scheme

- 4.1 The Minerals and Waste Development Scheme (MWDS) is a statutory document setting out the planning policy documents (local development documents) that will make up the Oxfordshire Minerals and Waste Local Plan and the programme for the preparation of the plan. The first Oxfordshire MWDS came into effect in May 2005 and it has since been reviewed and revised as necessary to maintain an up to date programme for the preparation of the plan. The most recent was in March 2020 (10th Revision).
- 4.2 The MWDS provides for a two-part Minerals and Waste Local Plan to be prepared, covering the period to 2031, and comprising: Part 1 – Core Strategy; and Part 2 – Site Allocations.
- 4.3 During 2018 the MWDS December 2017 (8th Revision) was applicable.

Programme for the Minerals and Waste Core Strategy

- 4.4 The MWDS December 2017, highlights that the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy was adopted in September 2017. Therefore, it now forms part of the Development Plan and replaces the majority of the policies in the Oxfordshire Minerals & Waste Local Plan 1996. The National Planning Policy Framework (NPPF) states policies in local plans and spatial development strategies, should be reviewed to assess whether they need updating at least once every 5 years, and should then be updated as necessary. This will apply to the Core Strategy and the policies contained within it.

Programme and Progress for the Minerals and Waste Site Allocations Plan

- 4.5 The MWDS December 2017 (8th Revision) included a programme for the Site Allocations Plan to be commenced in 2017 and adopted by November 2020.
- 4.6 However, the preparation of the Issues and Options consultation document (including minerals and waste site options) was delayed. This delay was mainly due to staff changes and related resource availability. This meant that the consultation took place from August to October 2018, two to three months later than the dates set in the Scheme. This delay was reflected in a revised timetable set out within a revision to the MWDS which was approved in January 2019.
- 4.7 Due to additional staff changes and additional evidence gathering the timetable was delayed further and a revised MWDS was approved in March 2020.
- 4.8 Full details of the progress of the preparation of the Site Allocations Plan with the 2020 revised timetable alongside the 2017 and 2019 MWDS revisions, please see Appendix 1.
- 4.9 Following the most recent consultation on the Draft Site Allocations Plan (Jan – March 2020) the Minerals and Waste Development Scheme is currently under review.

Programme and Progress for the Statement of Community Involvement

4.10 The first Oxfordshire Statement of Community Involvement (SCI) was adopted in November 2006 and revised in 2015. Having regard to changes in national procedures and policy on plan making, a Revised Oxfordshire Statement of Community Involvement was adopted by the County Council in May 2020.

5. Duty to Cooperate

What is Duty to Cooperate?

5.1 Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended) places a duty on Local Planning Authorities, when preparing local plans, to “engage constructively, actively and on an ongoing basis” with other relevant authorities and organisations to maximise the effectiveness with which plan making is undertaken.

5.2 This duty is set out in Section 110 of the Localism Act 2011 and the NPPF. These require county councils, local planning authorities and other bodies (as prescribed²), to cooperate on planning issues that cross administrative boundaries, particularly those which relate to strategic priorities. Minerals and waste are both considered to be strategic planning issues.

Statements of Common Ground

5.3 In February 2019 the revised NPPF³ introduced Statements of Common Ground (SCG). A statement of common ground is a written record of the progress that Local Authorities have made during the process of planning for strategic cross-boundary matters. It also forms part of the evidence required to demonstrate that we have complied with the duty to cooperate, as it demonstrates effective working on cross boundary issues. Guidance on their preparation and content is covered in the Government's Plan Making guidance⁴. As this falls outside of the period covered by this Annual Monitoring Report, there were no SCG's prepared in 2018, however this will need to be monitored in future AMR's as we will be undertaking SCGs in the preparation of the Site Allocations Plan as well as with other Authorities for their own Plan making.

National and Regional Engagement

5.4 At the national and regional level the Oxfordshire County Council are members of a number of groups which include:

- **The South East Waste Planning Advisory Group (SEWPAG)**
which aims “to help waste planning authorities in the area to fulfill the

² Regulation 4, Town and Country Planning (Local Planning) (England) Regulations 2012

³ Paragraph 27

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

⁴ <https://www.gov.uk/guidance/plan-making>

Duty to Cooperate on strategic issues enshrined in the Localism Bill.....” ;

- **The South East England Aggregates Working Party (SEEAWP)** a technical group which advises the Government, mineral planning authorities and the minerals industry on mineral planning issues. SEEAWP provides a forum for cooperation across regional boundaries to address aggregate supply issues in the south east;
- **The Planning Officers Society (POS)** where officers contribute to and participate in various groups at national and regional level
- **Nuclear Legacy Advisory Forum (NuLeAF)**, which is a special interest group of the Local Government Association.

Duty to Cooperate Record

5.5 Engagement with other authorities and bodies under the duty to co-operate was undertaken as an integral part of preparation of the Core Strategy and is continuing in the preparation of the Site Allocations Plan. Local planning authorities are required to provide details in their annual monitoring reports of the steps taken to comply with the 'Duty to Cooperate'.

5.6 The County Council responds to Duty to Cooperate consultations from other minerals and waste planning authorities and attends meetings as and when required, to maintain and ensure effective engagement. Details for 2018 are provided in Table 1.

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Authority	Type	Response
Buckinghamshire County Council	Minerals and Waste Local Plan	Response to Buckinghamshire County Council Local Plan through to Adoption. No comments made
Cambridgeshire & Peterborough MWLP	Duty to Cooperate	Response to Cambridgeshire and Peterborough regarding Strategic Waste Movements
Cambridgeshire & Peterborough MWLP	Duty to Cooperate	Response on Waste Background Study
Central and Eastern Berkshire	Duty to Cooperate	Response to Minerals and Waste Background Study
Central and Eastern Berkshire	Duty to Cooperate	Response to Strategic Minerals and Waste Movement Request
Central and Eastern Berkshire	Meeting	To discuss Local Plans, Minerals, Waste and a Statement of Common Ground.
Gloucestershire/Swindon/Wiltshire	Meetings/Duty to Cooperate	Minerals Meeting to discuss Local Plan update across authorities.
Gloucestershire CC	Examination discussion	Gloucestershire sought opinion from Oxfordshire regarding Examination experience
North Lincolnshire	Duty to Cooperate	Response to Lincolnshire regarding Strategic Waste Movements
South Gloucestershire	Local Plan & Duty to Cooperate	Comments made on Local Plan Consultation and their Duty to Cooperate Statement
Surrey County Council	Duty to Cooperate	Comments made on Waste Movements and to clarify capacity for recovery facilities
Wakefield	Duty to Cooperate	Response to Strategic Minerals and Waste Movement Request
West Berkshire	Local Aggregate Assessment	Response to consultation on Local Aggregate Assessment 2018
West Berkshire	Meeting	To discuss Local Plans, Minerals in particular Soft Sand, Waste and a Statement of Common Ground.

Table 1 Duty to Cooperate Record for 2018

6. Monitoring of Policy Implementation – Minerals

Policy M1: Recycled and secondary aggregates

Target	Indicators
To maintain capacity for recycled and secondary aggregate at least 0.926 million tonnes per year.	a) Permissions granted for recycled and secondary aggregates b) Capacity of recycled and secondary aggregate supply facilities c) Annual production of recycled and secondary aggregate d) Proportion of total aggregate supply from secondary and recycled aggregates
Sites allocated/permission granted in accordance with policies W4, W5 and C1-C12	

Indicator a) Permissions granted for recycled and secondary aggregates in 2018.

Application Number	Valid Date	Site Address	Applicant	Decision Date	Description	Materials	Waste Capacity
MW.005/16	15/12/15	Sutton Courtenay Abingdon, Oxon OX14 4PW	Hanson Aggregates	28/2/18	Crushing and screening of reject and used asphalt to produce recycled asphalt, stockpiling of asphalt materials	CD&E Waste	50,000tpa
TOTAL PERMITTED 2018 (Recycled and Secondary Aggregate)							50,000tpa

Table 2 Permissions granted for recycled and secondary aggregates in 2018 (additional capacity)

Source: OCC Planning Applications

Indicator b) Capacity of MPA Recycling / Secondary Material Sites at 31st December 2018

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Recycled Aggregate Production Facilities with Permanent consent or Time-Limited consent to end of Plan Period (2031)			
Grove Industrial Park	Aasvogel	Permanent	40,000
Rear of CEMEX batching plant, Hardwick	Fergal Contracting	Permanent	20,000 *
Drayton Depot	Oxfordshire CC Highways (road planings)	Permanent	75,000 *
Ferris Hill Farm, Hook Norton	Matthews / Banbury Skips	Permanent	1,000 *
Hundridge Farm, Ipsden, Wallingford	G D Parker / Onsyany Skips	Permanent	5,000
Lakeside, Standlake	Micks Skips	Permanent	2,000
Newlands Farm, Milton Road, Bloxham	Smiths of Bloxham	Permanent	32,000
New Wintles Farm, Eynsham	David Einig	Permanent	170,000 *
Playhatch Quarry, Playhatch	Grabloader	Permanent	75,000 *
Rumbold's Pit, Ewelme	Hazell & Jeffries	Permanent	20,000
Sandfields Farm, Over Norton	K J Millard	Permanent	9,600 *
Shipton Hill, Fulbrook	Hickman Brothers	Permanent	12,600 *
Worton Farm, Cassington	David Einig	Permanent	48,000
Gill Mill Quarry, Ducklington	Smiths of Bletchington	2040	150,000 *
Ewelme No.2 Landfill	Grundon	2031	12,000 *
Total Operational Production Capacity at Recycled Aggregate Production Facilities available throughout the Plan period			672,200
Operational Recycled Aggregate Facilities with Time-Limited consent ending before end of Plan Period (2031)			

Dix Pit Complex	Sheehan	2029	95,000
Shipton on Cherwell Quarry	Earthline	2025	75,000 *
Prospect Farm, Chilton	Raymond Brown	2022	75,000
Shellingford Quarry	Earthline	2021	100,000
Enstone Airfield	Markham Farms / David Einig	2021	20,000 *
Total Operational Recycled Aggregate Capacity at Time-Limited Facilities			365,000
Total Operational Recycled Aggregate Production Capacity			1,037,200

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Secondary Aggregate Facilities with Permanent consent or Time-Limited consent to end of Plan Period (2031)			
Ardley ERF (IBAA facility)	Fortis IBA	2049	60,000
Operational Secondary Aggregate Facilities with Time-Limited consent ending before end of Plan Period (2031)			
Sutton Courtenay Block Recycling	Hanson (reject building blocks & concrete used in block making)	2030	62,500
Sutton Courtenay Asphalt Recycling Plant	Hanson	2030	50,000
Total Operational Secondary Aggregate Capacity			172,500
Overall Total Operational Capacity at 'Permanent' Facilities (facilities available throughout the Plan period)			
Overall Total Operational Capacity at Time-Limited Facilities (facilities with consent ending before end of 2031)			
Overall Total Operational Capacity			1,209,700

Non-Operational Facilities

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Burford Quarry (Pavestone factory)	Pavestone / Smiths (broken blocks etc from factory)	2024	500
Upwood Quarry, Besselsleigh	Hills Quarry Products	2029	15,000 *
Stonewell Barn	S.Belcher	Permanent	75,000
Total Non-Operational Capacity			90500

Operational and Non-Operational Facilities

Total Operational and Non-Operational Capacity (tpa)	1,300,200
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Table 3 Estimated Capacity in Oxfordshire for the Production of Recycled and Secondary Aggregates in Oxfordshire at end of 2018 (tpa) (Source: OCC, Statement for Core Strategy Examination, M2/1, August 2016, updated Oct. 2017, Nov. 2018, Sept. 2017 & 18)

*=updated estimate

- 6.1 As recorded by the SEEAWP Aggregates Monitoring Survey, Oxfordshire's capacity to produce recycled and secondary aggregate in 2018 was approximately 860,680 tonnes per annum. However, the actual total is believed to be higher as this survey did not have a 100% return rate, only around 60% of operators responded. Table 3 above, provides details on all the permitted sites and estimates of their production capacity. This has given an estimated capacity for recycled and secondary aggregates of around 1.3 million tonnes per annum,
- 6.2 Of a total capacity of approximately 1,300,200 tpa: 1,209,700 tpa is at operational facilities and 90,500 tpa is currently non-operational. Of the operational capacity, the capacity of sites with planning permission to the end of the plan period (2031) or beyond is 672,200 tpa, whereas the capacity of sites with permissions that expire before the end of 2031 is 365,000tpa

Indicator c) Annual production of recycled and secondary aggregate

- 6.3 Although reasonable data on recycling capacity is available for Oxfordshire, and whilst that may be indicative of increasing production and sophistication, there is only partial information on the actual levels of production and use of these materials. As mentioned above, aggregates monitoring surveys, for example, do not produce a full response from secondary and recycled aggregates site operators. As a result, recorded sales of secondary and recycled aggregates in Oxfordshire are believed to be significantly less than the total actual production.

6.4 Table 4 shows the secondary and recycled aggregate sales since 2009. Total recorded sales in 2018 were 406,000. It has decreased approximately 2.6% since 2017.

Year	Sales (tonnes)
2009	286,000
2010	152,000
2011	236,000
2012	466,000
2013	422,000
2014	271,000
2015	453,000
2016	534,000
2017	417,000
2018	406,000

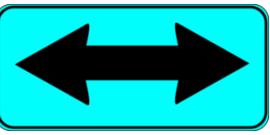
Table 4: Secondary and Recycled Aggregates Sales in Oxfordshire 2009- 2018 (Source: SEEAWP Aggregates Monitoring Surveys)

Indicator d) Proportion of total aggregate supply from secondary and recycled aggregates.

6.5 In Oxfordshire in 2018, recorded sales of secondary and recycled aggregates totalled 0.406 mt, accounting for approximately 18.5% of the total sales of aggregates produced in Oxfordshire (2.205 mt). There was not a 100% return rate for the annual survey that collects this information, and therefore the actual proportion may be higher. For comparison, in 2017, recorded sales of secondary and recycled aggregates totalled 0.417 mt, accounting for 19% of the total sales of aggregates produced in Oxfordshire (2.128 mt).

6.6 Sales of secondary and recycled aggregates in the South East England region in 2018 were 4.409mt, therefore Oxfordshire contributes approximately 9% of the total secondary and recycled aggregates to the South East total.

Achievement of Targets

Target	Target Achieved	Reason
To maintain capacity for recycled and secondary aggregate facilities		Target capacity was at least 0.926 mtpa. In 2018, operational capacity was estimated as 1.037 mtpa, so the target was met.
Sites allocated/permissions granted in accordance with policies W4, W5 and C1 – C12.		The Oxfordshire Minerals and Waste Local Plan: Part 2-Site Allocations has not been adopted so unable to report on this indicator. No permissions were granted for Recycled and Secondary Aggregate recycling in 2018.

Triggers

- Processing capacity falling to below target capacity.
 - This trigger has not been activated
- Proportion of total aggregate supply from secondary and recycled aggregate changes $\pm 10\%$.
 - This trigger has not been activated as the proportion of total aggregate supply from secondary and recycled aggregates only decreased 0.5% from 2017 (19%) to 2018 (18.5%).
- Sites for secondary and recycled aggregate allocated/permited not in accordance with policies W4, W5 and C1-C12.
 - This trigger has not been activated as the Part 2: Site Allocation Plan was not adopted in 2018, and though the permission for crushing and screening of reject and used asphalt to produce recycled asphalt, stockpiling of asphalt materials was granted in 2018, it is unable to be monitored against the Core Strategy policies as Committee resolved to grant permission for this application in 2017, before the Core Strategy was adopted.

Policy M2: Provision for working aggregate minerals

Target(s)

- Production capacity maintained at annual requirement rates.
- Landbanks maintained for at least:
 - 7 years for sharp sand and gravel.
 - 7 years for soft sand.
 - 10 years for crushed rock

Indicator(s)

a) Permissions granted for working of land-won aggregate minerals.

6.7 3,000,000 tonnes of aggregate extraction was permitted in 2018. An increase of 385,000 tonnes since 2017 which saw 2,615,000 tonnes permitted. There are a number of applications still to be determined as at 31st December 2018 which can be seen in Table 6.

Date Permitted	Site Name	Mineral Type	Tonnage Permitted	Permission End Date	Permission
November 2018	New Barn Farm, Cholsey	Sharp Sand and Gravel	2,500,000	2036/2037	MW.094/16
June 2018	Sutton Courtenay (Bridge Farm)	Soft Sand	500,000	3 years (2 years working and 1 restoration) from commencement of gravel extraction.	MW.0127/16

Table 5 Planning Permissions Granted for New Aggregate Extraction in 2018

Site Name	Mineral Type	Tonnage	Proposed End Date	Application Reference
Oxfordshire Flood Alleviation Scheme	Sand and gravel	8,200* tonnes	End of 2021	MW.0028/18
White Cross Farm	Sand and gravel	550,000 tonnes	2024	MW.0033/18
Land at Fullamoor Plantation, Clifton Hampden	Sand and gravel	2,500,000 tonnes	12.5 years	MW.0074/18
Land to the west of Shellingford Quarry	Soft sand and limestone	2,800,000 tonnes	2044	MW.0104/18

Table 6 Planning applications for new aggregate extraction submitted but not yet determined at year end 31.12.2018

*material to be used on site.

b) Permitted reserves for sharp sand and gravel, soft sand and crushed rock.

Mineral	Reserves at 31.12.2018 (million tonnes)	Reserves at 31.12.2017 (million tonnes)
Soft Sand	3.091	3.105mt
Sharp Sand & Gravel	12.925	10.805mt
Total Sand and Gravel	16.091	13.910mt
Crushed Rock	7.718	9.318mt
Total Aggregate	23.734	23.228mt

Table 7 Permitted reserves for sharp sand and gravel, soft sand and crushed rock

6.8 Between 2017 and 2018, there was a 19.6% increase in permitted reserves of sharp sand and gravel. However, over the same period there was a 0.45% decrease in soft sand and a 17.2% decrease in crushed rock.

c) Production capacity for sharp sand and gravel, soft sand and crushed rock 2018

Mineral	Production Capacity (million tonnes per annum)
Soft Sand	0.390
Sharp Sand and Gravel	1.624
Crushed Rock	1.700

Source: SEEAWP Aggregates Monitoring Survey 2018

Table 8 Production capacity for sharp sand and gravel, soft sand and crushed rock 2018

d) Landbanks of permitted reserves for sharp sand and gravel, soft sand and crushed rock

Permitted Reserves at 31.12.2018 by mineral type	Landbank (LAA 2019 provision figures) ⁵
Soft Sand 3.091 m. tonnes	12.72 years # at 0.243mtpa
Sharp Sand & Gravel 12.925 m. tonnes	12.7 years at 1.015mtpa
Crushed Rock 7.718 m. tonnes	9.9 years at 0.778 mtpa

Table 9 Landbank of permitted reserves for sharp sand and gravel, soft sand and crushed rock

⁵ The 2019 LAA provision figures are taken from the Local Aggregate Assessment 2019 (2019 LAA) which was published in November 2019, which is based on the 2018 sales and reserves.

6.9 The landbank for Sharp Sand and Gravel at the end of 2018 was 12.7 years and for Soft Sand it was 12.72 years. Both are above the minimum 7 years required by the NPPF. The landbank for crushed rock however is 9.9 years and this falls below the 10-year NPPF requirement.

e) Annual sales of sharp sand and gravel, soft sand and crushed rock extracted in Oxfordshire.

Mineral Type	2018 (million tonnes)	2017 (million tonnes)	2016 (million tonnes)
Sharp Sand and Gravel	0.796	0.703	0.651
Soft Sand	0.252	0.251	0.227
Crushed rock	0.751	0.867	0.715

Table 10 Annual sales of sharp sand and gravel, soft sand and crushed rock extracted in Oxfordshire (2018 – 2016)

6.10 Annual sales of sharp sand and gravel has increased each year over the last three years from 0.651million tonnes in 2016 to 0.796 in 2018. This is 21% higher than the 10-year average.

6.11 Annual sales of soft sand has also increased each year over the last three years from 0.227 in 2016 to 0.252 in 2018. The three-year sales are also 20% higher than the 10 year average.

6.12 Annual sales of crushed rock has declined since 2017 from 0.867 tonnes to 0.751 tonnes however it is still a 4.6% increase on the previous 10-year baseline period.

Achievement of Targets

Target	Target Achieved	Reason
Production capacity maintained at annual requirement rates	✓	Production capacity for all aggregates were above the current annual requirement rates
Landbanks maintained for at least:		
7 years for sharp sand and gravel	✓	Sharp sand and gravel landbank above NPPF 7 year requirements at 12.7 years
7 years for soft sand	✓	Soft sand landbank above NPPF 7 year requirements at 12.72 years
10 years for crushed rock	✗	Crushed rock landbank below NPPF 10 year requirement at 9.9 years

Triggers

- Production capacity less than annual requirement rate for three consecutive years.
 - This trigger has not been activated.
- Permitted reserves falling to 10% above landbank target.
 - This has not been triggered for the Sharp Sand and Gravel and Soft Sand reserves.
 - This trigger has been activated as Crushed Rock reserves have fallen below the 10 year landbank requirements with 7.718 million tonnes reserve.

Comments on Crushed Rock

6.13 Crushed rock reserves have fallen below the NPPF 10-year land bank requirements based on the LAA 2019 figures. This was not raised as a potential trigger last year as the LAA rate in 2018 has been increased from 0.584tpa to 0.788tpa. Therefore, this increase has seen the landbank decrease from 13 years in 2017 to 9.9 in 2018.

6.14 We are addressing this through the production of the Site Allocations Plan and intend to identify sites to deliver sufficient crushed rock over the Plan period.

Policy M3: Principal locations for working aggregate minerals

Target(s)

- All sites allocated for aggregate mineral extraction to be within locations specified.
- Production capacity for sharp sand and gravel split 50:50 between western and southern Oxfordshire by the end of the plan period.

Indicator

a) Sites allocated for aggregate minerals

6.15 As the Site Allocations Document, has not yet been produced, it is not possible to monitor against this indicator at present, but data will be collected in future AMRs after the Site Allocations Document has been adopted.

b) Production capacity for sharp sand and gravel split between northern Oxfordshire (West Oxfordshire District and Cherwell District) and southern Oxfordshire (South Oxfordshire and Vale of White Horse) by the end of the plan period

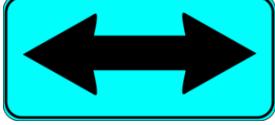
Broad Sand and Gravel Resource Area	Name of Site	
Northern Oxfordshire (West Oxfordshire District Council, Cherwell District Council)	Cassington Quarry, Worton (SRA6)	
	Stonehenge Farm, Stanton Harcourt (SRA6)	
	Gill Mill Quarry, Ducklington (SRA 6)	
	Finmere Quarry, Fimmere (Not in SRA)	
	Total Northern Oxfordshire Production Capacity	944, 000 (58%)
Southern Oxfordshire (Vale of White Horse and South Oxfordshire District Council)	Bridge Farm, Sutton Courtenay (SRA5)	
	Sutton Wick Quarry, Abingdon (SRA5)	
	Caversham Extension (SRA4)	
	Moorend Lane, Thame (Not in SRA)	
	Faringdon Quarry (SRA 7)	
	New Barn Farm, Cholsey (SRA 5)	
	Total southern Oxon production capacity	680,000 (42%)
	Total Oxfordshire Production Capacity	1,624,000 (100%)

Table 11 Production capacity North and South split
Source: SEAWP Aggregates Monitoring Survey 2018

6.16 Table 11 shows that currently, even though production capacity has risen across the County it remains unevenly split between northern Oxfordshire (58%) and southern Oxfordshire (42%). It is an aim of the Core Strategy to achieve a balanced distribution of production capacity by the end of the plan period (2031). This will be considered through the production of the Site Allocations Plan

Achievement of Targets

Target	Target Achieved?	Reason
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All sites allocated for aggregate mineral extraction to be within locations specified.		The Site Allocations Document, has not yet been produced, so it is not possible to monitor against this indicator at present. Data will be collected in future AMRs after its adoption.
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Triggers

- One site allocated that does not fall within the locations specified
 - This trigger has not been activated as Part 2: Site Allocations Document has not yet been produced.
- Proportion capacity increases proportionally in Northern Oxfordshire for two consecutive years
 - This trigger has not been activated as it has not proportionally increased in the North since last year.
- Production capacity in southern Oxfordshire above 60%.
 - This trigger has not been activated as production capacity in southern Oxfordshire remains at 42%.

Policy M4: Sites for working aggregate minerals

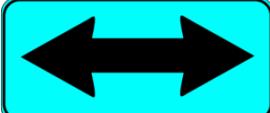
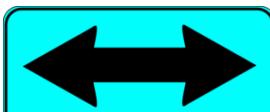
Target(s)

- Sites allocated for aggregate mineral extraction to be in accordance with policy M4.
- Sites allocated to meet requirements for provision in Policy M2 (taking into account permissions granted).

Indicator(s)

a) Sites allocated for aggregate minerals.

6.17 This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.

Target	Target Achieved?	Reason
Sites allocated for aggregate mineral extraction to be in accordance with policy M4		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted
Sites allocated to meet requirements for provision in Policy M2 (taking into account permissions granted)		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.

Triggers

- One site allocated that is not in accordance with policy M4.
 - This trigger has not been activated as the Site Allocations Document has not yet been produced.
- Allocated sites do not meet requirements for provision in Policy M2 (taking into account permissions granted).
 - This trigger has not been activated as the Site Allocations Document has not yet been produced.

Policy M5: Working of aggregate minerals

Targets

- Prior to adoption of Site Allocations Document, permissions granted to meet requirements for provision in Policy M2, and in accordance with policies M3, M4 and C1-C12.
- Following adoption of Site Allocations Document, permissions granted only where requirements for provision in Policy M2 cannot be met from allocated sites, and in accordance with policies M3 and C1-C12.
- Permission only granted in other circumstances where this is required prior to development to prevent sterilisation of resource.
- Permission granted for borrow pits to meet the requirements set out in policy.
- Working of ironstone only permitted where it is in exchange for an agreed revocation of an equivalent existing permission

Indicator(s)

a) Permissions granted for working aggregate minerals – spatial distribution, quantity of resource.

6.18 The two permissions granted for further mineral extraction in 2018 were for a new sharp sand and gravel site at New Barn Farm, Cholsey and an extension for soft sand extraction at Bridge Farm, Sutton Courtenay.

6.19 New Barn Farm Cholsey and Bridge Farm, Sutton Courtenay both fall within Mineral Strategic Resource Area 5, Thames and Lower Thames Valley, therefore they contributed to both the provision for working of aggregate minerals (soft sand and sand and gravel) in accordance with Policy M2, and the locations for working aggregate minerals in Policy M3

6.20 New Barn Farm is also in accordance with C1 – 12.

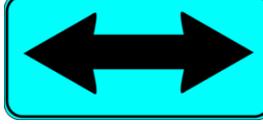
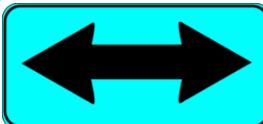
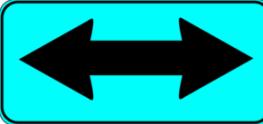
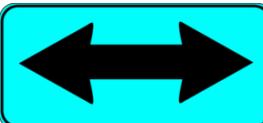
6.21 The application for Bridge Farm was approved by Planning Committee in June 2017, which was before the Core Strategy was adopted. The Decision notice was granted in June 2018. At the time the Committee decision was made, the Draft Oxfordshire Minerals and Waste Local Plan Part 1 - Core Strategy (OMWCS) was at an advanced stage of preparation (proposed modifications following the Inspectors Interim Report) and therefore its policies were given due weight within the Committee Report and the relevant policies considered.

b) Permissions granted for borrow pits.

6.22 No permissions were granted, or applications submitted, for borrow pits in 2018.

Achievement of Targets

Prior to adoption of Site Allocations Document, permissions granted to meet requirements for provision in		The two applications for mineral working granted in 2018 were both compliant
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Policy M2, and in accordance with policies M3, M4 and C1-C12.		with policy M2 and M3. None were contrary to C1 – C12. Policy M4 is not currently relevant as it only relates to site allocations.
Following adoption of Site Allocations Document, permissions granted only where requirements for provision in Policy M2 cannot be met from allocated sites, and in accordance with policies M3 and C1-C12.		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.
Permission only granted in other circumstances where this is required prior to development to prevent sterilisation of resource.		No such applications were determined in 2018.
Permission granted for borrow pits to meet the requirements set out in policy.		No such applications were determined in 2018.
Working of ironstone only permitted where it is in exchange for an agreed revocation of an equivalent existing permission		No such applications were determined in 2018.

Triggers

- Prior to adoption of the Site Allocations Document, one permission granted that is not required to meet provision requirements in Policy M2 and/or not in accordance with policies M3, M4 and C1-C12.
- The two permissions for aggregate mineral extraction in 2018 did not activate this trigger, as they were in accordance with policies M2 and M3 and not contrary to C1 – C12. Achievement of policy M4 will be monitored in future AMRs.
- Following adoption of Site Allocations Document, one application permitted outside allocated sites (unless it is to prevent sterilisation or because the requirement set out in policy M2 cannot be met from within the specific sites identified) and/or not in accordance with policies M3 and C1-C12.
 - This trigger was not activated as the Site Allocations Document has not yet been produced.
 - Permission granted for borrow pit/s that do not meet the requirements of policy.

- This trigger has not been activated, as there were no applications for borrow pits in 2018.
- Working of ironstone permitted contrary to policy.
 - This trigger has not been activated, as there were no applications for the working of ironstone in 2018.

Policy M6: Aggregate rail depots

Target

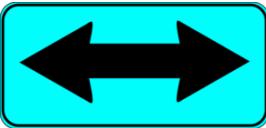
- All permissions granted for new aggregate rail depots to have suitable access to lorry routes and meet requirements in policies C1-C12

Indicator(s)

a) Permissions granted for new aggregate rail depots.

6.23 No planning applications were determined in 2018 for new aggregate rail depots

Achievement of Targets

Target	Target Achieved?	Reason
All permissions granted for new aggregate rail depots to have suitable access to lorry route and meet requirements in policies C1-C12.		No applications were determined in 2018 for new aggregate rail depots.

Trigger

- One permission granted for new aggregate rail depot that does not have suitable access to lorry route and/or meet requirements in policies C1-C12.
 - This trigger has not been activated, as there were no applications for aggregate rail depots in 2018.

Policy M7: Non-aggregate mineral working

Target

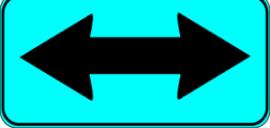
- All applications granted planning permission meet relevant policy requirements

Indicator(s)

- a) **Permissions granted for non-aggregate mineral working**

6.24 No applications were permitted in 2018 for non-aggregate mineral working.

Achievement of Targets

Target	Target Achieved?	Reason
All applications granted planning permission meet relevant policy requirements		No applications were permitted in 2018 for non-aggregate mineral working.

Trigger

- One application permitted that does not meet relevant policy requirements.
 - This trigger was not activated in 2018 as no applications for non-aggregate mineral workings were determined.

Policy M8: Safeguarding mineral resources

Target(s)

- No non-mineral applications permitted with an objection on mineral safeguarding grounds from OCC.
- No District site allocations made with an objection from OCC on safeguarding grounds

Indicator(s)

a) **Number and area of applications granted for non-minerals development in mineral consultation areas, which sterilise mineral resources**

6.25 It is not possible to monitor this fully in the 2018 AMR because, of the five District-level authorities in Oxfordshire, only Cherwell regularly consults the Minerals and Waste Policy Team on applications. However, the number of consultations received (including pre application) has been recorded, along with a record of those we made comments on. Details can be found in Table 12. There was only one objection to an application directly received from Cherwell and this was withdrawn before it could be determined.

District Authority	Directly received consultations	Comments made
Cherwell District Council	55	5 (1 objection) ⁶
Oxford City Council	0	0
Vale of White Horse District Council	2	1
West Oxfordshire District Council	8	5
South Oxfordshire District Council	2	0

Table 12 Consultations received from District Authorities

6.26 In addition to the direct consultations, the Major Planning Applications Team at the County Council consults teams within the County Council, including Minerals & Waste Planning, to coordinate responses on major applications that they receive from the District Councils and City Council. However, it must be noted that these do not include minor applications that could be of significance for minerals safeguarding, for example a single dwelling within a safeguarded area. The major applications that the Minerals and Waste Policy Team were consulted on are covered in Indicator d below.

⁶ Objection to Cherwell Application details contained within Table 14

b) Number and area of site allocations made by District Planning Authorities for non-minerals development in mineral consultation areas, which sterilise mineral resource

6.27 During 2018, West Oxfordshire District Council adopted their Local Plan. Table 13 sets out all the Site Allocations within the adopted Plan and indicates whether they fell within a Mineral Consultation Area. There were four allocations

6.28 The Adopted West Oxfordshire Local Plan makes reference Minerals and Minerals safeguarding.

6.29 Specifically in regards EW1, in Minerals and Waste Teams response to the Local Plan preparation, we raised safeguarding of sand and gravel as an issue, and whilst fully supporting the principle of the West Oxfordshire Garden Village, we highlighted the need to take account of the mineral resource known to exist in the area. Following the Examination, the adopted Plan Policy EW1 (2018) includes the text “appropriate measures to safeguard and take account of the operational requirements of the existing aggregate recycling facility within the site and also to safeguard sand and gravel deposits where appropriate having regard to the policies of the Minerals and Waste Local Plan”

Site Allocation	Site Allocation Name	Number of houses	Within a Mineral Consultation Area	Strategic Resource Area affected
WIT 2	North Witney SDA	1400	No	
CN1	East Chipping Norton	1200	No	
CA3	Land at Swinbrook Road	70	No	
EW3	Land East of Woodstock	300	No	
EW4	Land north of Hill Rise	120	No	
EW5	Land North of Banbury Road	180	No	
EW8	Former Stanton Harcourt Airfield	50	Part of site falls within a site	SRA 6 Thames, Lower Windrush and Evenlode Valleys – Standlake to Yarnton
WIT3	Woodford Way Car Park	50	No	
WIT1	East Witney SDA	450	Yes	SRA 6 Thames, Lower Windrush and Evenlode Valleys – Standlake to Yarnton
CA1	REEMA North and Central	300	No	
CA2	Land at Milestone Road	200	No	
EW6	Land at Myrtle Farm	50	No	
EW2	East Eynsham SDA	1000	Yes	SRA 6

				Thames, Lower Windrush and Evenlode Valleys – Standlake to Yarnton
EW1	Oxfordshire Cotswold Garden Village SLG	2200	Yes	SRA 6 Thames, Lower Windrush and Evenlode Valleys – Standlake to Yarnton
EW7	Olivers Garage	25	No	
WIT4	Land west of Minster Lovell	125	No	

Table 13 West Oxfordshire District Council Local Plan (2018) Site Allocations and Minerals Consultation Areas

c) OCC objections to district development on safeguarding mineral resources grounds.

6.30 In 2018, the County Council objected to two District applications on mineral safeguarding grounds and requested a condition on a further application. These are shown in Table 14.

District	Planning application reference & location	Proposed development	Objection (O) or no objection subject to conditions (NOSTC)	Reason for objection	Status
Vale of White Horse	P18/V1704/FUL (VAR) – J Curtis & Sons Ltd, Thrupp Lane, Radley	Variation of condition 1 to allow permitted use of buildings A, C, D, F and G for a further period of 5 years on application reference P03/V1226/FUL. Variation of condition of approval P87/V1143/FUL (RAD/57/15) to allow the permitted uses of buildings A, C, D, F & G for a further 8 year period.	Objection	Objection to P18/V1704/FUL (VAR) on grounds it could conflict with Policy M10 mineral working restoration.	The application was refused (4.12.19) on grounds it was contrary to CP13 of Local Plan and PP8 of Radley Neighborhood Plan
Cherwell	18/01482/F – Land to the south and adjacent to south side Steeple Aston	Erection of 6 two storey residential dwellings	Objection	Objection on Mineral safeguarding reasons.	Application withdrawn (1 st October 2018)
South Oxfordshire	P18/S2506/O – Land at Hethercroft Farm, Wallingford	Outline planning application, with all matters reserved (except for access into the site) for the erection of up to 170 dwellings and 3.1 hectare of employment floorspace including land for a nursery, together with car parking, open space (including former playspace), landscaping, SuDs attenuation and new vehicular and pedestrian access from Bosely Way (A4130)	Condition request	The development shall be carried out in accordance with the land use distribution and green infrastructure provision shown on drawings nos. 3001-D and 3401-B.	Application refused (9 th January 2020)

Table 14: District Applications to which Oxfordshire County Council Objected or made request for conditions on Minerals or Waste during 2018

d) **Number of applications consulted on from District to Oxfordshire County Council within a Mineral Consultation Area.**

6.31 The County Council Minerals and Waste Planning Policy Team were consulted on 149 planning applications from the Districts for major applications through the County Council's Single Response System in addition to the consultations received directly from Cherwell District Council. These are set out in Table 15.

District Council	Total Number of Applications Minerals and Waste Team consulted on	Total responses made by Minerals and Waste Team
Cherwell District Council	42	13 (12 comments and 1 objection)
Oxford City Council	4	2 (2 comments)
Vale of White Horse District Council	38	13 (12 comments and 1 objection)
West Oxfordshire District Council	19	4 (4 comments)
South Oxfordshire District Council	46	14 (13 comments, 1 condition request)
Total	149	45

Table 15 District Consultations for major development application

e) In order to ascertain whether the first target (see below) has been met, there needs to be an additional indicator: Number of applications permitted by Oxfordshire County Council leading to development which would sterilise mineral resources

6.32 No applications were permitted by the County Council in 2018 that would result in the sterilization of mineral resources.

Achievement of Targets

Target	Target Achieved?	Reason
No non-mineral applications permitted with an objection on mineral safeguarding grounds from OCC		None were permitted in 2018
No District site allocations made with an objection from OCC on safeguarding grounds.		No District allocations were made in 2018 where there was an objection from the County Council on minerals safeguarding.

Triggers

- One district council application approved with an objection from OCC on mineral safeguarding grounds.
 - This trigger was not activated in 2018.

- One application permitted by OCC leading to development which would sterilise mineral resources
 - This trigger was not activated in 2018.
- One District site allocation made with an objection from OCC on mineral safeguarding grounds.
 - This trigger was not activated in 2018.

Policy M9: Safeguarding mineral infrastructure

Target(s)

- No loss of safeguarded mineral infrastructure site
- No permissions issued by District which would lead to significant harm or prejudice to a safeguarded site
- No District site allocations made which would sterilize mineral infrastructure
- No decline in the number of safeguarded rail depots.

Indicator(s)

a) Number and type of safeguarded mineral infrastructure sites in Oxfordshire

6.33 Safeguarded mineral infrastructure in Oxfordshire comprises four safeguarded aggregate rail depots (details below).

b) Number of safeguarded aggregate rail depots in Oxfordshire.

6.34 There are four safeguarded aggregate rail depots in Oxfordshire, of these three are existing (Banbury, Sutton Courtenay and Kidlington) and one permitted (Shipton-on-Cherwell). Whilst there is also a depot at Hinksey Sidings, Oxford, this has been used solely by the rail industry to bring in rail ballast for internal use on the rail network.

c) District development which is incompatible with or prejudicial to a safeguarded site

6.35 No applications were determined in 2018 that would be incompatible with, or prejudicial to, a safeguarded mineral infrastructure site.

d) OCC objections to district development on safeguarding mineral infrastructure grounds.

6.36 OCC did not object to any district development on the grounds of safeguarding mineral infrastructure in 2018.

Achievement of Targets

Target	Target Achieved?	Reason
No loss of a safeguarded mineral infrastructure site.		No safeguarded minerals infrastructure sites were lost to other development in 2018.
No permissions issued by District which would lead to significant harm or prejudice to a safeguarded site.		No permissions were issued in 2018 that would lead to significant harm or prejudice to a safeguarded site.
No District site allocations made which would sterilise mineral infrastructure.		No sites were allocated by the District Councils in 2018 that would sterilise mineral infrastructure
No decline in the number of safeguarded rail depots		There was no reduction in the number of safeguarded rail depots in Oxfordshire in 2018.

Triggers

- One safeguarded mineral infrastructure site lost to other development.
 - This trigger was not activated in 2018.
- One permission issued which would lead to significant harm or prejudice to a safeguarded site (permitted with an objection from OCC).
 - This trigger was not activated in 2018.
- One District site allocation made that would sterilise mineral infrastructure with objection from OCC.
 - This trigger was not activated in 2018.
- Reduction in number of safeguarded rail depots in Oxfordshire.
 - This trigger was not activated in 2018.

Policy M10: Restoration of mineral workings

Target(s)

- All restoration plans for minerals applications approved take into account the considerations set out in policy.
- All applications approved with restoration leading to a net gain in biodiversity.

Indicator(s)

a) Number of approved mineral restoration schemes.

6.37 There were six mineral restoration schemes approved in 2018, including two new sites and four revisions to previously approved schemes. These are set out in Table 16.

Company	Application Details	Application Number	Environment Consideration
Slape Hill Quarry, Slape Hill Quarry, A44, Glympton, Near Woodstock, Oxon, OX20 1HS	Non - material amendment of planning permission 14/0267/P/CM (MW.0015/14) (Section 73 application for variation of condition 1 attached to planning permission no. 08/1235/P/CM to extend time period for cessation of use of the land for the importation, processing, sorting, storage and transfer of waste and recycled materials and for the siting of a mixed waste recycling/skip compound from 20th May 2014 to 20th May 2019) for amendment to substitute the reference in condition 2 from Proposed Restored Landform drawing no. 89026RL 1 to Proposed Restoration Scheme drawing no. S36/SSB/01/03 Rev D and Post-settlement contours drawing no. S36/SSB/01/06	MW.0092/18	No outstanding objection from Environment Team
New Barn Farm, Cholsey, Nr Wallingford, Oxfordshire OX10 9HA	Extraction of sand and gravel with associated processing plant, conveyors, office and weighbridge, parking areas. Construction of new access onto the A4130. Restoration to agriculture, incorporating two ponds, using imported inert materials	MW.0094/16 – P16/S2662	No outstanding objection from Environment Team
Finmere Landfill Site, Banbury Road, Finmere MK18 4AJ	Section 73 application to continue sand and gravel and clay extraction for use in on-site landfill engineering permitted by planning permission no. 10/01515/CM without complying with conditions B1, B2, B3, B8, B9, B14, B16, B17, B20, B26, B32, B35, B37 and B39 to enable the development (including restoration) to continue until 6 th January 2034, alternative screening to be provided along the eastern boundary and the updating or deletion of conditions which no longer apply	MW.0083/17 – 17/02083/CM	No outstanding objection from Environment Team
Wicklesham Quarry, Sandhill, Faringdon, Oxon SN7 7PQ	Section 73 application to vary conditions 1 and 13 of planning permission P15/V2384/CM (MW.0134/15) to allow for bunds to be retained on the site and to incorporate them into a revised restoration scheme	MW.0084/17 – P17/V2812	No outstanding objection from Environment Team
Bridge Farm Quarry, Sutton Courtenay, Abingdon OX14 4PP	Small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes	MW.0127/16 – P16/V2694/	No outstanding objection from Environment Team

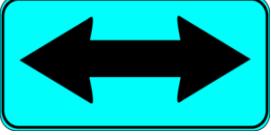
Duns Tew Quarry (West), Duns Tew Road, Middle Barton OX7 7DQ	To continue the development permitted by planning permission 16/00361/CM (MW.0028/ 16) (for the excavation of sand) without complying with conditions 26, 29, 30 and 34 (to amend the approved restoration scheme to reflect the implemented scheme)	MW.0024/18 – 18/00642/CM	No outstanding objection from Environment Team
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Table 16 Restoration Schemes Approved in 2018

b) Proportion gain of biodiversity in restoration schemes

6.38 The County Council Environment team did not have any outstanding objections to any of the seven new/revised restoration schemes. As part of their assessment of whether to object, they consider whether the development would result in a net gain in biodiversity. In 2018, the County Council was not requiring the use of a biodiversity accounting metric on all applications and therefore it is not possible to measure the proportion gain in biodiversity from the restoration schemes. However, a net gain in biodiversity was sought in each planning decision.

Achievement of Targets

Target	Target Achieved?	Reason
All restoration plans for minerals applications approved take into account the considerations set out in policy.		All applications for new/revised restoration schemes permitted in 2018 took into account Policy.
All applications approved with restoration leading to a net gain in biodiversity.		No permission in 2018 had outstanding objection from Ecology. Net gain is currently not measured by the County Council.

Triggers

- One application approved for which the restoration does not take into account the considerations set out in the policy.
 - No applications were approved that did not take into account Policy
- One application permitted including a restoration scheme which does not provide a net gain in biodiversity.
 - This trigger was not activated in 2018

7. Monitoring of Policy Implementation – Waste

Policy W1: Oxfordshire waste to be managed

Target

- Oxfordshire's waste management capacity sufficient to meet the amount required in this policy

Indicator(s)

a) Total amounts of waste within Oxfordshire for the specified waste streams.

7.1 The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy was adopted in September 2017. It outlines the amounts of waste from the principal waste streams for which waste management capacity needs to be provided until 2031. No figure is included for Construction, Demolition and Excavation waste although a minimum value of 1.033mtpa has been estimated, with an assumption of no growth over the plan period

Waste Type	2016	2021	2026	2031
Municipal Solid Waste	0.32	0.34	0.36	0.38
Commercial and Industrial Waste	0.54	0.56	0.57	0.58

Table 17: Core Strategy Policy W1: Forecasts of waste for which waste management capacity needs to be provided 2016 – 2031 (million tonnes per annum)

7.2 These figures have been through examination, and therefore now provide a baseline against which to monitor in future reports.

7.3 Table 18 shows the actual (in the case of MSW) for 2018 and estimated (in the case of C&I and CDE waste) totals of waste produced in Oxfordshire in 2018

Waste Type	Total – Actual/Estimate
Municipal Solid Waste	280,676 tonnes ⁷
Commercial and Industrial Waste	540,000 tonnes ⁸
Construction, Demolition and Excavation	1,288,413 tonnes ⁹

Table 18 Totals of waste produced in Oxfordshire

⁷ 2018 records from Oxfordshire County Council

⁸ Source: BPP Consulting for Oxfordshire County Council (August 2020)

⁹ Source: BPP Consulting for Oxfordshire County Council (August 2020)

7.4 Appendix 3 shows the location of permitted waste management facilities in Oxfordshire. Appendix 5 sets out the capacity of waste management facilities in Oxfordshire, by category of facility. A summary of this capacity is shown in the Table 19 below.

Waste Management Type	Operational Capacity (total cubic metres or tonnes per annum)
Non-hazardous Landfill	4,359,905m ³
Hazardous Landfill	0
Inert Landfill	7,859,363m ³
Residual Treatment	326,300tpa
MSW/C&I (Non hazardous) Recycling	730, 900tpa
Composting/Biological Treatment	239,600tpa
CDE(Inert) recycling	1,407,199tpa
Metal Recycling	164,700tpa
Hazardous/Radioactive	548,665tpa
Wastewater	42,000tpa

Table 19 Total Operational Capacity of Waste Sites within Oxfordshire 2018

7.5 Based on the management targets in policy W2, and the forecast tonnages for waste streams for 2021 as identified in Table 5 of the Core Strategy, Table 20 below shows that there is currently sufficient waste management capacity to manage these waste streams in line with the management targets for 2021.

Projected Capacity Requirement	MSW	C&I	CDE (non-inert proportion)	Total Requirement (tpa)	Available Capacity (operational)
2018¹⁰					
Composting/ food waste	77,647	45,309	7,730	130,686	239,600
Non-hazardous waste	83,268	324,905	20,099	428,272	640,900
Non hazardous waste residual	109,418	91, 839	0	201,257	326,300

Table 20: Availability of Waste Management Capacity against Target Requirements

7.6 Planning permissions which were granted in 2018 that provided additional waste management capacity are shown in Table 19.

Date Permitted	Site Name	Type of Facility	Waste Type	Additional Capacity Permitted	End Date	Planning Permission Reference
8.3.2018	Cassington/ Worton Farm AD Facility	Composting/ Biological Treatment	Composting/ Biological Treatment	22,500tpa (now 48,500tpa)	Perm	MW.0102/17
2.10.2018	Wallingford AD	Composting/ Biological Treatment	Composting/ Biological Treatment	20,000tpa (now 45000tpa)	Perm	MW.0083/18

¹⁰ 2018 figures used, however for non inert CDE arisings, it is using 2016 proportion figures of the 2018 CDE arisings until these can be updated.

22.6.2018	Ardley Energy Recover Facility	Residual Waste	Residual Waste	26,300tpa (now 326,300tpa)	2049	MW.0085/17
25.1.2018	Thame Football Club	Inert Landfill	Inert Waste	11,900m ³	Dec 2019	MW.0045/17

Table 21 Planning permissions which were granted in 2018 that provided additional waste management capacity

Site Name	Type of Facility	Waste Type	Additional Capacity Permitted	End Date	Planning Permission Reference
Old Quarry in Worsham used by the Brize Norton Gun Club	Inert landfill (Bunds)	Inert Waste	10,470m ³	Dec 2026	MW.0147/18 ¹¹
Dix Pit	CDE Recycling	CDE Waste	175,000tpa	2029	MW.0073/17 Refused. Appeal outstanding at end Dec 2018 ¹²

Table 22 Applications for Waste Management Facilities (Additional Capacity) not yet determined at year end 31.12.2018

Achievement of Targets

Target	Target Achieved?	Reason
Oxfordshire's waste management capacity sufficient to meet the amount required in this policy.		Available capacity is sufficient to meet waste management requirements in line with targets.

Triggers

- Amount of waste managed within Oxfordshire falls or rises to +/- 20% of the figures set out in the policy, as updated by the Oxfordshire Minerals and Waste Annual Monitoring Reports.
 - This report provides baseline information against which future monitoring reports will be able to assess if this trigger has been activated.
- Waste management capacity falls below that required to manage the waste streams set out in the policy, as updated by the annual monitoring reports
 - This trigger was not activated in 2018

¹¹ Permitted Dec 2019

¹² Permitted Jan 2019

Source: Oxfordshire County Council Planning Lists

Policy W2: Oxfordshire waste management targets

Target

- Targets set out in the policy met (see Appendix 7)

Indicator(s)

a) Quantity of waste managed in Oxfordshire (and management routes)

Municipal Solid Waste (MSW)

Figure 1: Municipal Solid Waste by Management Method for 2018

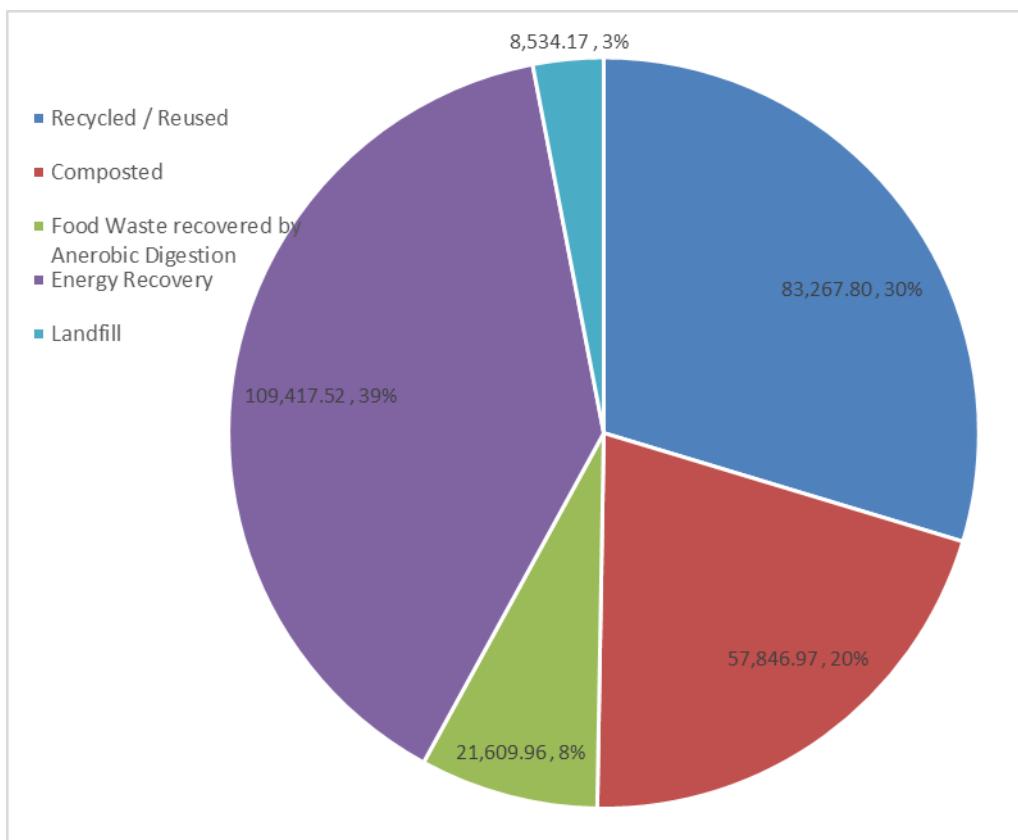


Figure 1: Municipal Solid Waste by Management Method for 2018

Source: Oxfordshire County Council 2018

	Recycle/Reuse	Compost	Food Waste	Energy Recovery	Landfill	Total
Household	78,498	57,847	19,800	104,698	7,793	268,635
Non - Household	4,770	-	1,810	4,720	741	12,041
Total MSW	83,268	57,847	21,610	109,418	8,534	280,676
Percentage (Total MSW)	29.7%	20.6%	7.7%	39.0%	3%	100%

Table 23 Municipal Solid Waste by management method in 2018

Source: Oxfordshire County Council

Management Route	Recycling	Composting/	Residual	Landfill
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for MSW		Food Waste	Waste Treatment	
2018 Percentage	29.7%	28.3%	39%	3%
2021 Oxfordshire Minerals and Waste Core Strategy Target	33%	32%	30%	5%
Total Actual Landfill Diversion				97%
Total Landfill Diversion Target				92%

Table 24 Municipal Solid Waste by management method in 2018 – Percentage against Core Strategy Targets

7.7 Of the total of 280,676 tonnes of Municipal Solid Waste managed in Oxfordshire in 2018, 83,268 tonnes (29.7%) was recycled. This is slightly below the target of 33%. A total of 57,847 tonnes (28.3%) was composted or treated food waste, which is just slightly below the target of 29%. 109,418 tonnes (39%) was residual waste from which energy was recovered, which is above the target of 30%. However, overall diversion from landfill was around 97% which is above the total landfill diversion target of 92%. Whilst the high level of residual waste treatment appears to be helping the target for diversion from landfill to be exceeded, this could indicate that it is inhibiting waste from being treated higher up the waste hierarchy.

7.8 In 2016, 94% of Oxfordshire's municipal waste was diverted from landfill by means of recycling, composting, food waste treatment or energy recovery. In 2018, this increased to 97%. Overall, the percentage of waste diverted from landfill has increased from 59% in 2012/2013, to 97% in 2018, as shown in Table 25 and Figure 2.

	2012/13	2013/14	2014/15	2015/16	2016	2017	2018
Percentage of landfill diversion	59%	58%	81%	94%	94%	96%	97%

Table 25 Oxfordshire MSW diverted from Landfill.

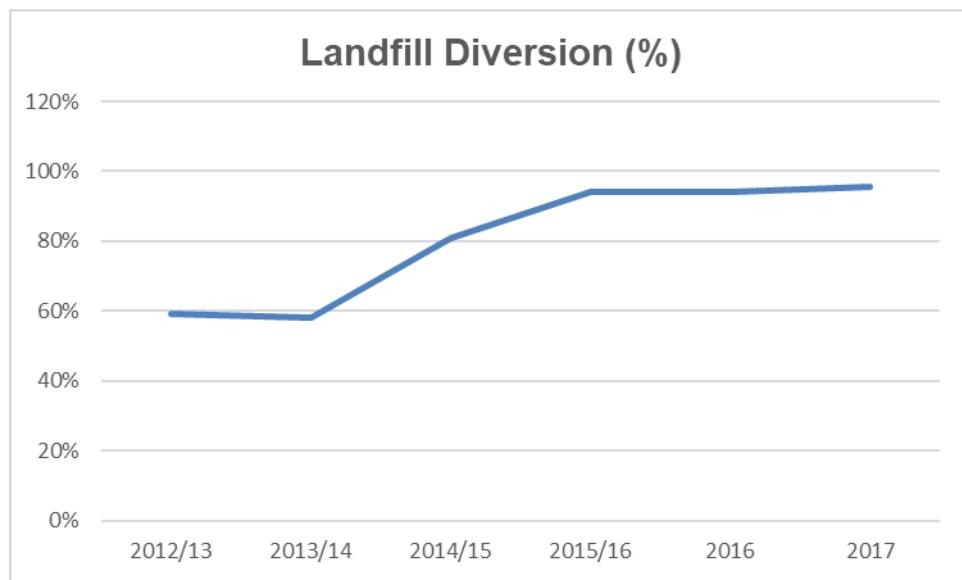


Figure 2: Landfill Diversion 2012 – 2018

Commercial and Industrial Waste

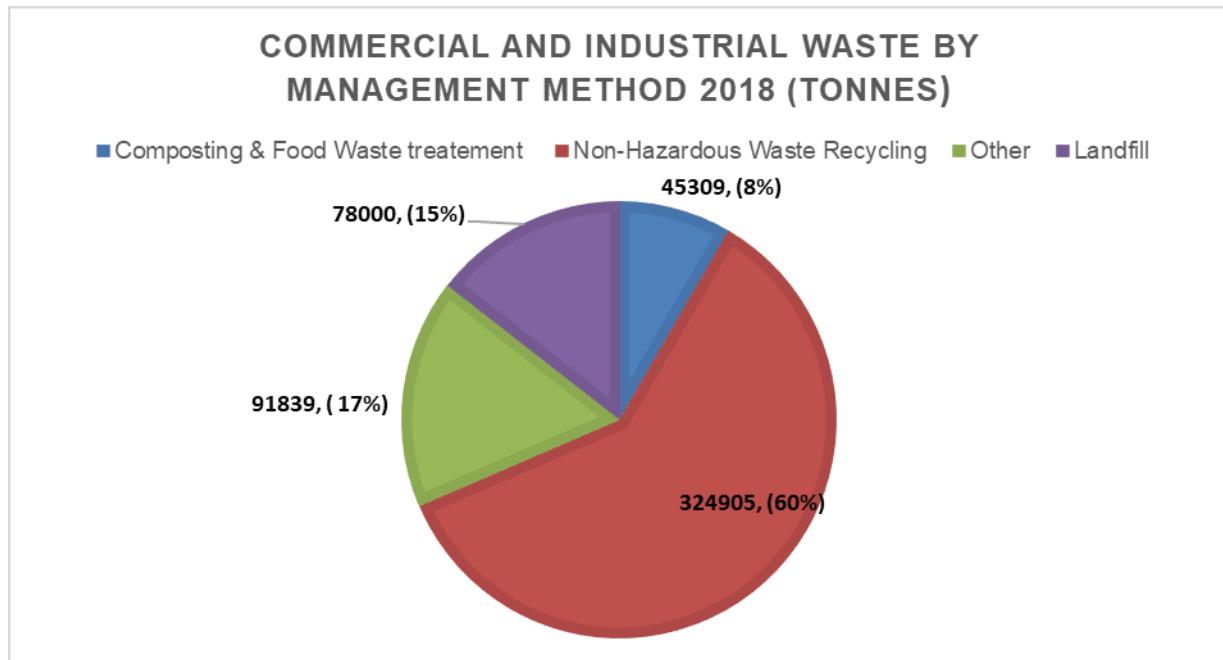


Figure 3 Commercial and Industrial Waste by Management Method

Waste Type	Total Waste Arisings	Landfilled	Recycled	Composted	Other
Commercial & Industrial ¹³	540,000 tonnes	78,000 tonnes	324,905 tonnes	45,309 tonnes	91,839 tonnes

Table 26 Commercial and Industrial Waste tonnages by Management Method 2018¹⁴

Management Route	Recycling	Composting/Food Waste	Residual Waste Treatment	Landfill
2018 Percentage	61%	8%	17%	14%
2021 Oxfordshire Minerals and Waste Core Strategy Target	60%	5%	25%	10%
Total Landfill Diversion				86%
Total Landfill Diversion Target				90%

Table 27 Commercial and Industrial Waste by management method – 2018 percentage against 2021 targets.

7.9 Of the 540,000 tonnes of Commercial and Industrial waste estimated

¹³ Source: BPP Consulting for Oxfordshire County Council (August 2020)

¹⁴ Source: BPP Consulting for Oxfordshire County Council (August 2020)

to require management in Oxfordshire, 324,90 tonnes were recycled (61%). This is equivalent to the 2021 target. A total of 45,309 tonnes were estimated to require composting or food waste treatment (8%), which is slightly above the target of 5%. 91,839 tonne (17%) was estimated to require treatment in other ways including residual waste treatment, which is lower than the 2021 target by 8% and this will continue to be monitored

7.10 Overall diversion from landfill was around 86 % which is below the total landfill diversion target of 90% however, these are 2018 against 2021 targets.

7.11 Whilst we can see that some increase in recovery is needed to continue to the shift away from landfill, Table 27 shows that the Plan Area could be considered on track to meet the 2021 targets.

Construction, Demolition and Excavation Waste

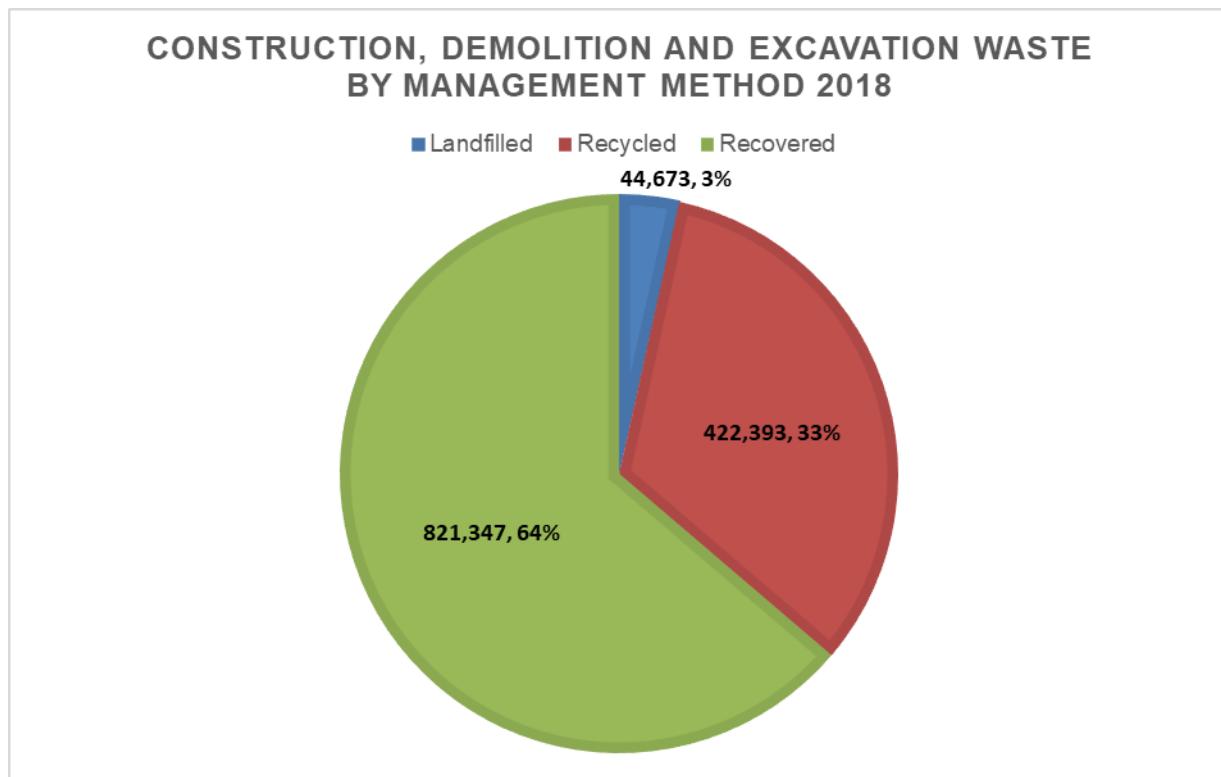


Figure 4 Construction, Demolition and Excavation Waste by Management Method 2018

Waste Type	Total Waste managed (Tonnes)	Landfilled (tonnes)	Recycled (tonnes)	Recovered (tonnes)
2018				
Construction, Demolition and Excavation¹⁵	1,288,413	44,673 (3%)	422,393 (33%)	821,347 (64%)
2016				
Construction, Demolition and Excavation	1,393,000	683,352 (49%)	582,465 (42%)	126,683 (9%)

¹⁵ Source: BPP Consulting for Oxfordshire County Council (August 2020)

2014				
Construction, Demolition and Excavation	1,033,000	457,324 (44%)	439,478 (43%)	136,633 (13%)

Table 28 Construction, Demolition and Excavation Waste by Management Method, 2018, 2016 and 2014 ¹⁶

Management Route	2018 Value (tonnes)	%	Component
Recycled	422,393	33%	Metal Recycling plus Recycled Aggregate plus Treatment
Recovered	821,347	64%	Inert Landfill plus Recovery to Land plus Exemptions plus non inert Landfill EWC 17 05 04.
Disposed	44,673	3%	Non-inert Landfill plus Plan Area Intermediate site Ch19 outputs minus EWC 17 05 04.

Table 29 Management Route for Oxfordshires CD& E Waste 2018¹⁷

7.12 Table 28 shows that from 2016 to 2018, the estimated amount of CDE waste produced in Oxfordshire decreased from 1,393,000 to 1,288,413 tonnes (approximately 13%).

7.13 The proportion recovered increased significantly between 2016 and 2018 from 9% to 64% in 2018 whilst the proportion of CDE waste disposed of decreased from 49% to 3%, and the proportion of CDE Waste recycled also decreased from 42% to 33%.

7.14 Reasons for these significant changes have been highlighted in Table 30.

Management Route	2018 Value	2021 Targets	Comment
Recycled	33%	61%	Actual recorded is significantly lower than 2021 target. However, recycling practicalities are largely dictated by the nature of material ('hard' v 'soft') generated. 'Hard' materials can be processed to recycled aggregate, but these are generated by demolition which occurs periodically. Lower recycling could indicate increased waste reduction (e.g. use of soils via Cl:AIRE protocol) which is further up waste hierarchy and therefore more desirable
Recovered	64%	25%	Actual recorded is significantly greater than target probably reflecting the nature of material being

¹⁶ Source: 2016 Data revised estimate based on methodology in BPP Consulting for OCC – April 2016
Supplement to the 2015 Oxfordshire Waste Needs Assessment using SEEAWP AM 2016 survey and EA Waste Data Interrogator 2016/2018 & BPP Supplement (2020)

¹⁷ BPP Planning Supplement to Waste Needs Assessment (August 2020)

			produced being predominately soil and stones from excavation activity.
Disposed	3%	14%	Actual recorded is significantly lower than target once adjustments for EWC 17 05 04 made.

Table 30 Construction, Demolition and Excavation Waste by Management Method 2021 target and 2018 Value¹⁸

7.15 As this is the first full year of monitoring of the Plan since its adoption these will continue to be monitored in future AMRs.

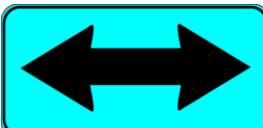
¹⁸ BPP Planning Supplement to Waste Needs Assessment (August 2020)

	Total 1,288,413 tonnes CDE	Proportion	Target Proportion in Policy W2 (2021)
CDE Inert Arisings	1,249,760	97%	80%
Inert waste recycling (as proportion of inert arisings)	412,420	33%	60%
Permanent deposit of inert waste other than for disposal to landfill (as proportion of inert arisings)	799,846	64%	25%
Landfill (as proportion of inert arisings) (these percentages are targets but are included for completeness)	37,493	3%	15%
Total (Inert arisings)			100%
CDE Non- inert arisings	38,652	3% (Estimate using 2016 proportion figures) ¹⁹	20%(estimate)
Composting (as proportion of non inert arisings)	77.30	0.2%	5%
Non-hazardous waste recycling (as proportion of non-inert arisings)	20,099	52%	60%
Non-hazardous residual waste treatment (as proportion of non-inert arisings)	0	0%	25%
Landfill (as proportion of non – inert arisings) (these percentages are not targets but included for completeness)	18,663	48%	10%

Table 31 Construction, Demolition and Excavation Waste against Waste Management Targets (W2)

¹⁹ The Core Strategy estimated that approximately 20% of CDE waste was non- inert waste. However, the methodology used to generate the 2016 CDE waste estimate only determined approximately 3% of this waste to be non-inert and these figures were used for the AMR2016. Until more up to date figures can be obtained and for capacity calculations these have been used for this AMR 2018 and will be updated in the next AMR.

Achievement of Targets

Target	Target Achieved	Reason
Targets set out in Policy met		MSW: Recycling and Composting food waste treatments were slightly below 2021 targets though, overall landfill diversion target was achieved.
		C&I: some increase in recovery is still needed to reach 2021 targets for landfill diversion targets but these could be considered on track to meet the 2021 targets and will be monitored.
		CDE: Overall landfill diversion targets appear to be achieved.

Trigger

- Percentage of waste diverted from landfill lower than set out in the policy for three consecutive years.
 - The percentage of waste diverted from landfill is not lower than set out in Policy for 2018 based on 2016 targets.

Policy W3: Provision for Waste Management Capacity and Facilities Required

Target(s)

- Sufficient capacity to meet the additional capacity requirements in this policy.
- Permission granted for reuse, recycling, composting/food waste treatment and residual waste treatment in accordance with policies W4, W5 and C1-C12.
- Proposals for treatment of residual waste recovered at one of nearest appropriate installations.
- Permissions for residual waste treatment not impeding movement of waste up waste hierarchy and in accordance with policies W4, W5 and C1-C12.
- Sites allocated for new facilities in the Part 2 Site Allocations Document allocated in accordance with this policy.

Indicator(s)

a) Total amounts of waste managed within Oxfordshire for the specified waste streams.

b) Waste management capacity in Oxfordshire for the specified waste streams.

7.16 Table 32 shows the waste managed and available capacity for the waste streams identified in policy W3. Additional need for capacity during the plan period has only been identified for non-hazardous waste recycling. Table 32 below shows that there is currently sufficient waste management capacity to manage the principal waste streams in line with management targets

Projected Capacity Requirement	MSW	C&I	CDE (non-inert proportion)	Total Requirement (tpa)	Available Capacity (operatio	Surplus/ Deficit
2018²⁰						
Composting/ food waste	77,647	45,309	7,730	130,686	239600	+108,914
Non-hazardous waste	83,268	324,905	20,099	428,272	640900	+212628
Non hazardous waste residual	109,418	91, 839	0	201,257	326300	+125,045

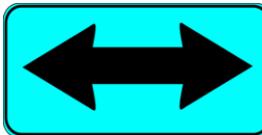
Table 32 Waste Management capacity in Oxfordshire for specific waste streams

c) Permissions granted for reuse, recycling, composting/food waste treatment and treatment of residual waste.

²⁰ 2018 figures used however for non inert CDE arisings, it is using 2016 proportion figures of the 2018 CDE arisings until these can be updated.

7.17 There were three permissions granted in 2018 for reuse, recycling, composting/food waste treatment and treatment of residual waste. This information can be found in Table 21 under the Policy Monitoring for W1.

Achievement of Targets

Target	Target Achieved	Reason
Sufficient capacity to meet the additional capacity requirements in this policy		The first milestone for this target is in 2021, and the Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once it is adopted.
Permission granted for reuse, recycling, composting/food waste treatment and residual waste treatment in accordance with policies W4, W5 and C1-C12		The waste permissions granted in 2018 were in accordance with Policy
Proposals for treatment of residual waste recovered at one of nearest appropriate installations		The application for additional treatment of residual waste at existing facility is in accordance with Policy
Permissions for residual waste treatment not impeding movement of waste up the waste hierarchy and in accordance with policies W4, W5 and C1-C12		The application for additional treatment of residual waste at existing facility is in accordance with Policy
Sites allocated for new facilities in the Part 2 Site Allocations Document allocated in accordance with this policy.		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once it is adopted.

Triggers

- Additional waste management capacity allocated below additional capacity requirements in this policy for this waste management stream, as updated by Annual Monitoring Report.
 - No sites were allocated in 2018 below additional capacity requirements, therefore this trigger has not been activated.
- One application permitted for reuse, recycling, composting/food waste treatment and residual waste treatment that does not accord with relevant spatial strategy and policy requirements.
 - No applications were permitted that did not accord with the relevant spatial strategy and policy requirements in 2018, and so the trigger

has not been activated.

- One application for residual waste treatment permitted for which waste will not be recovered at one of the nearest appropriate installations.
 - One S73 application for an extension to capacity at an existing residual waste permission for residual waste treatment was determined in 2018. This is in accordance with policy and trigger not activated.
- Residual waste treatment capacity permitted above additional requirement set out in this policy for this waste management stream, as updated by Annual Monitoring Report or not in accordance with policies W4, W5 and C1-C12.
 - The S73 Application for residual waste treatment determined in 2018 did not result in an additional requirement for this waste management scheme and so this trigger has not been activated.
- One site allocated not in accordance with relevant provisions of the policy.
 - No sites were allocated in 2018, therefore this trigger has not been activated.

Policy W4: Locations for Facilities to Manage the Principal Waste Streams

Target

- Facilities to be permitted/allocated in accordance with the policy criteria (within the areas identified as appropriate for facilities of that scale in the policy or with access to the lorry route network in accordance with policy C10).

Indicator(s)

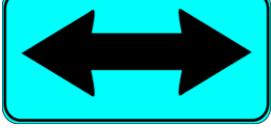
a) Location of permissions for strategic, non-strategic and small scale waste management facilities/capacity.

Site Name	Type of Facility	Type of Facility Scale	Location	Assessment against Policy W4
Cassington/ Worton Farm AD Facility	Composting/ Biological Treatment	Composting/ Biological Treatment	SP471113	Non Strategic Within Strategic zone for Oxford City
Wallingford AD	Composting/ Biological Treatment	Composting/ Biological Treatment	SU622905	Non Strategic Within Strategic zone for Oxford City
Ardley Energy Recover Facility	Residual Waste	Residual Waste	SP543259	Strategic 26,300tpa. Within strategic zone for Bicester.

Table 33 Location of Facilities for Principal Waste Streams (Additional Capacity) Granted 2018 and Compliance with Policy W4

b) Location of sites allocated for strategic and non-strategic waste management facilities/capacity.

7.18 This indicator cannot be monitored at this time. Sites will be allocated in the Site Allocations Document and monitoring will commence once the document is adopted

Target	Target Achieved?	Reason
Facilities to be permitted/allocated in accordance with the policy criteria (within the areas identified as appropriate for facilities of that scale in the policy or with access to the lorry route network in accordance with Policy		Permitted facilities were compliant with policy W4. This indicator cannot be fully monitored until the Site Allocations Document has been adopted.

Trigger

- One planning permission granted/site allocated for a facility which does not accord with the policy criteria (in areas within the areas identified as appropriate for facilities of that scale in the policy or with good access to the lorry route network).

- No new sites were allocated in 2018
- Planning permissions – three permissions were granted in 2018, for strategic, non-strategic and small scale waste management facilities/capacity. which were in accordance with the policy.

○
Policy W5: Siting of waste management facilities

Target

- Facilities permitted/allocated in accordance with requirements of policy.

Indicator(s)

a) Number of approved facilities located on land given priority by the policy.

Date Permitted	Site Name	Location	Type of Facility	Complies with W5
8.3.2018	Cassington/ Worton Farm AD Facility	SP471113	Composting/ Biological Treatment	Already in Waste Management Use
2.10.2018	Wallingford AD	SU622905	Composting/ Biological Treatment	Already in Waste Management Use
22.6.2018	Ardley Energy Recover Facility	SP543259	Residual Waste	Already in Waste Management Use

Table 34 Approved facilities located on land given priority by the policy.

b) Number of approved facilities located on green field land.

7.19 No applications for approved facilities were located on greenfield land

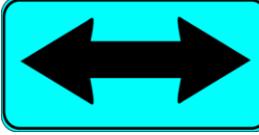
c) Number of allocated sites located on land given priority by the policy.

7.20 This indicator cannot be monitored at this time. Sites will be allocated within the Site Allocations Plan and monitoring will commence once the document has been adopted.

d) Number of allocated sites located on green field land

7.21 This indicator cannot be monitored at this time. Sites will be allocated in the Site Allocations Plan, and monitoring will commence once this is adopted

Achievement of Targets

Target	Target Achieved?	Reason
Facilities permitted/allocated in accordance with requirements of policy.		<p>This indicator cannot be fully monitored until the Site Allocations Plan has been adopted.</p> <p>Permitted facilities were compliant with policy W5.</p>

Trigger

- One planning permission granted/site allocated not in accordance with relevant provisions of the policy.
 - No sites were allocated in 2018.
 - Planning permissions - Three permissions were granted in 2018, all were in accordance with Policy.

Policy W6: Landfill and other permanent deposit of waste to land

Target(s)

- Priority given to use of inert waste that cannot be recycled as infill material in quarry restoration – all inert waste disposal permissions at active or unrestored quarries, or where there would be an overall environmental benefit
- No additional capacity for inert landfill permitted contrary to policy.
- Provision for disposal of Oxfordshire's non-hazardous waste will be made at existing non-hazardous waste facilities.

Indicator(s)

a) Number of applications permitted for inert waste landfilling for restoration purposes.

7.22 One application was permitted in 2018, for inert waste landfilling for restoration purposes;

- New Barn Farm (MW.0094/16) for 1,400,000m³ of material

b) Number of applications permitted for the permanent deposit of waste to land, other than to landfill.

7.23 One permission was granted for the creation of three new football pitches for community use facilitated through the disposal of waste. Thame Football Club (MW.0045/17) for 11,900m³. This involved both landfill and landraising to achieve levels that were granted planning permission by the district council, but that could not be achieved through cut and fill on the site. The use of waste enabled the construction of additional sports facilities, that are an important local asset, without requiring the burying of topsoil. The permanent deposit of waste to achieve the permitted landform was therefore considered to be an overall environmental benefit.

c) Existing and permitted landfill capacity relative to estimated requirements.

7.24 Appendix 5 shows current estimates of inert and non-hazardous landfill capacity in Oxfordshire. There is currently 7,859,363m³ of inert landfill capacity and 4,359,905m³ of non-hazardous landfill remaining in Oxfordshire.

7.25 In 2018, approximately 131,207 tonnes of non-hazardous waste produced in Oxfordshire was sent to landfill (7,8000tonnes C&I Waste, 44,673tonnes CD&E and 8,534 tonnes MSW) and approximately 821,347 tonnes of inert waste was sent to inert landfill²¹. Based on these rates, non-hazardous and inert landfill capacity in Oxfordshire will last to the end of the plan period and beyond. (estimate 1.5t inert waste = 1m³).

d) Number of developments permitted that would reduce non-hazardous landfill capacity.

²¹ Table 35 of BPP Waste Needs Assessment Update (2020)

7.26 No such applications were determined in 2018.

Achievement of Targets

Target	Target Achieved?	Reason
Priority given to use of inert waste that cannot be recycled as infill material in quarry restoration – all inert waste disposal permissions at active or unrestored quarries, or where there would be an overall environmental benefit		The only permission granted in 2018 for inert waste landfill was for the infilling of a quarry for restoration. The permission for permanent deposit of waste to achieve the permitted landform at Thame was considered to be an overall environmental benefit.
No additional capacity for inert landfill permitted contrary to policy.		The only permission granted in 2018 for inert waste landfill was for the infilling of a quarry for restoration. The additional capacity was not contrary to policy as it was being used to enable the restoration of a quarry. The permission for permanent deposit of waste to achieve the permitted landform at Thame was considered to be an overall environmental benefit.
Provision for disposal of Oxfordshire's non-hazardous waste will be made at existing non-hazardous waste facilities.		No additional non-hazardous landfill facilities were permitted or required in 2018.

Triggers

- Permanent deposit of waste to land, other than to landfill permitted contrary to policy – where there would not be an overall environmental benefit
 - This trigger was not activated in 2018.
- Inert landfill capacity permitted contrary to policy.
 - This trigger was not activated in 2018
- Permission granted for additional non-hazardous landfill capacity
 - This trigger was not activated in 2018.

Policy W7: Management and disposal of hazardous waste

Target

- No reduction in total number of existing and permitted hazardous waste facilities.

Indicator(s)

a) Number, type and capacity of existing and permitted hazardous waste facilities in Oxfordshire

7.27 Appendix 3 Table 8 shows the currently permitted hazardous waste management facilities in Oxfordshire.

7.28 The operations at Merton Street depot have been approved to be relocated to a new facility (application MW.015/06, approved 15.02.11 superseded by MW.0056/17). However, progress has been held up over changes to the new site layout. There is a district application for housing on the existing depot site (Cherwell 16/00472/OUT), but this is as yet undetermined. It is understood that the Merton Street Depot was still operational in 2018. The majority of operations moved from the Merton Street Depot to Thorpe Mead site during 2018.

7.29 Grundon were granted permission for the open storage area for empty containers, bins and packaging equipment, including the retention of the old Lab Smalls building for the storage of equipment (MW.0025/18) at Ewelme. This is used in conjunction with the Hazardous Waste Transfer facility to the North of the approved site. The Ewelme site is a hazardous waste facility that serves predominantly the Oxfordshire area and is a valuable local facility for the handling of hazardous waste from local industry. This permission provided greater storage space enabling the existing hazardous waste site to operate more efficiently.

Achievement of Targets

Target	Target Achieved?	Reason
No reduction in total number of existing and permitted hazardous waste facilities		There was no reduction in the number of permitted hazardous waste facilities in 2018

Trigger

- Any reduction in total number of existing and permitted hazardous waste facilities.
 - This trigger was not activated in 2018.

Policy W8: Management of agricultural waste

Target

- No applications approved contrary to the policy.

Indicator(s)

a) Number of applications approved for treatment of agricultural waste within a unit of agricultural production

7.30 No such applications were received or determined in 2018.

Achievement of Targets

Target	Target Achieved?	Reason
No applications approved contrary to Policy		There was no applications received or permitted in 2018

Trigger

- One application approved contrary to the policy.
 - This trigger was not activated in 2018

Policy W9: Management and disposal of radioactive waste

Target(s)

- Proposals for treatment or storage of low level radioactive waste to contribute to management or disposal of Oxon waste and meet requirements of C1-C12.
- Proposals for management of intermediate radioactive waste to be at Harwell nuclear licensed site and meet requirements of C1-C12.
- Proposals meeting the needs of an area wider than Oxfordshire only where demonstrated the need cannot be adequately provided for elsewhere and meet requirements C1-C12.
- Specific provision made in Part 2 Site Allocations in accordance with policy.

Indicator(s)

a) Permissions issued for management and disposal of low level and intermediate level radioactive waste.

7.31 Magnox Ltd (Rutherford Avenue, Didcot) were granted permission for an S73 application to vary condition 2 of planning permission EHE/9294/1 to allow for import of a small amount of Intermediate Level Waste (ILW) from Winfrith to Harwell for encapsulation and interim storage. (MW.0036/18)

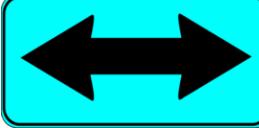
7.32 Magnox Ltd (Harwell Site) were also granted permission for the installation of a semi rigid building for the temporary storage of non radioactive waste and very low radioactive waste (MW.0111/18)

b) Specific provision made in Part 2 Site Allocations Document for treatment and storage of low level and intermediate level waste

7.33 The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan has been adopted

Achievement of Targets

Target	Target Achieved	Reason
Proposals for treatment or storage of low level radioactive waste to contribute to management or disposal of Oxon waste and meet requirements of C1-C12.		Two applications for the treatment or storage of low level waste were received or determined in 2018.
Proposals for management of intermediate radioactive waste to be at Harwell nuclear licensed site and meet requirements of C1- C12.		No applications for management of intermediate radioactive waste were received or determined in 2018
Proposals meeting the needs of an area wider than Oxfordshire only where demonstrated the need cannot		No relevant applications were received or determined in 2018.

be adequately provided for elsewhere and meet requirements C1-C12		
Specific provision made in Part 2 Site Allocations in accordance with policy		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once this is adopted.

Triggers

- One application approved for low level radioactive waste management that does not significantly contribute to meeting needs of Oxfordshire and wider needs can be adequately provided for elsewhere and/or does not meet requirements of C1-C12.
 - This trigger was not activated in 2018.
- One application approved for intermediate radioactive waste management that is not at Harwell licensed nuclear site and/or contributes to wider needs that could be adequately provided for elsewhere and/or does not meet requirements of C1-C12.
 - This trigger was not activated in 2018.
- One site allocated in the Site Allocations Document that does not accord with the policy.
 - This trigger has not been activated, as the Site Allocations Document has not yet been adopted.

Policy W10: Management and disposal of waste water and sewage sludge

Target(s)

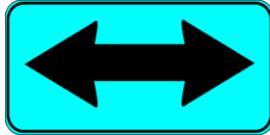
Applications granted for the management and disposal of waste water and sewage sludge planning permission is accordance with policy.

Indicator(s)

a) Permissions granted for proposals for the management and disposal of waste water and sewage sludge.

7.34 No permissions were granted for the management or disposal of waste water or sewage sludge during 2018.

Achievement of Targets

Target	Target Achieved	Reason
Applications granted for the management and disposal of waste water and sewage sludge planning permission is accordance with policy		No permissions were granted for the management or disposal of waste water or sewage sludge during 2018.

Trigger

- One application permitted contrary to the policy.
 - This trigger was not activated in 2018, as no such applications were received or determined.

Policy W11: Safeguarding waste management sites

Target

- Refusal of applications with an objection from OCC, or contrary to the policy

Indicator(s)

a) Decisions resulting in non-waste management uses on sites with permission for operational waste sites with planning permission for:

- Operational waste sites with planning permission;
- Sites with planning permission for waste use not yet brought into operation;
- Vacant sites previously used for waste management uses; or
- Sites allocated for waste management in the Site Allocations Document

7.35 No district planning applications were granted by district councils in 2018 for development that would prevent or prejudice the relevant waste management sites from operating.

7.36 The County Council was signatory to a Statement of Common Ground regarding West Oxfordshire District Council's proposed allocation of a Garden City at Eynsham in their Local Plan (which was adopted in 2018) and the impact on New Wintles Farm waste processing site. The County Council did not object to the allocation, provided that wording was added to the proposed policy to ensure that New Wintles Farm can remain operational. Appropriate wording was included within the Adopted Plan.

Achievement of Targets

Target	Target Achieved	Reason
Refusal of applications with an objection from OCC, or contrary to the policy.		No applications were permitted by the County Council in 2018 that would prevent or prejudice the use of a site safeguarded for waste use

Triggers

- One application permitted by District with an objection from OCC.
 - This trigger was not activated in 2018.
- One application permitted by OCC leading to development which would prevent or prejudice the use of a site safeguarded for waste use
 - This trigger was not activated in 2018.

8. Monitoring of Policy Implementation – Core Policies

8.1 Tables 34 & 35 show how the Core Policies have been used in the decision-making process in 2018. This was the first full year of monitoring the use of the Core Policies since the Core Strategy adoption in September 2017.

8.2 All are the responsibility of Oxfordshire County Council and have been monitored through Planning Application decisions.

8.3 The indicator for each Policy will be that permissions are granted in accordance with the relevant policies, the target will be that all approved applications take into account relevant requirements of the Policy and the trigger for each Policy will be one application which does not take into account relevant requirements of the Policy.

8.4 Oxfordshire County Council received a total of 53 Minerals and Waste Planning Applications in 2018.

- 17 Planning Applications approved
- 1 Refusal - Shipton on Cherwell (MW.0046/18) (14.12.2018)
- 2 Reserved Matter applications
- 1 Section 106 Scheme
- 21 S73 decisions were made
- 3 Withdrawn
- 1 CLOPUD
- 4 Non-Material Amendments
- 1 Permitted Development
- 2 Scoping Opinions

8.5 Types of application not recorded within the Core Policy Review Tables

- **Non Material Amendment:** this is an amendment to the scheme that is non material and therefore would not affect the decision of the development against the development plan
- **Details pursuant:** This is in relation to the further details required to satisfy a condition. This would not affect the substantive decision on the development and only the policies quoted in the reasons for the condition would be considered.
- Oxfordshire County Council also determined two reserved matters at Hornton in 2018. These have not been included as these are not applications for mineral development, but applications for industrial development that was a county matter by virtue of its effect on the restoration of a quarry.

8.6 Table 34 sets out the use of the Core Policies within the decision making process for Planning Applications in 2018.

8.7 Table 35 sets out the use of Core Policies within the decision-making process for S73 applications. When monitoring policies for S73 it should be also noted that the original permission will have shown the full policy consideration, and this table refers to those policies that are relevant to the S73 application. As 2018 is the first full year of monitoring since the Core Strategy was adopted in

September 2017, we do not have the historical monitoring for the original permission, however this should become more readily available following the adoption of the Core Strategy and production of the annual monitoring report.

8.8 As the tables show that the Core Policies are being considered in the planning decision process for both Planning Applications and S73 decisions and applied where applicable.

Core Policies Monitored

- C1 – Sustainable Development
- C2 – Climate Change
- C3 – Flooding
- C4 – Water Environment
- C5 – Local Environment, Amenity and Economy
- C6 – Agricultural Land and Soils
- C7 – Biodiversity and geodiversity
- C8 – Landscape
- C9 – Historic Environment and Archaeology
- C10 – Transport
- C11 – Rights of Way
- C12 – Green Belt

Achievement of Targets

Target	Target Achieved	Reason
All of the approved applications taking into account the relevant requirements of the Policy		All the applications considered the relevant policies where applicable

Triggers

- One application permitted which does not take into account relevant requirements of the Policy.

Planning Reference	Site Name	Site Detail	Policies (Y – Policy was used in decision making N – Policy not used in decision making)											
			C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12
MW.0094/16	New Barn Farm, Cholsey,	Extraction of sand and gravel with associated processing plant, conveyors, office and weighbridge, parking areas. Construction of new access onto the A4130. Restoration to agriculture, incorporating two ponds, using imported inert materials	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N
MW.0104/17	Milton-under-Wychwood Sewage Treatment Works,	Planning permission for the provision of a welfare building	Y	Y	Y	N	Y	N	Y	Y	Y	Y	N	N
MW.0080/17	Ferris Hill Farm,	Planning permission for the continued use of the area shown on the plan marked "Site Location Plan – Lower Yard 2 – Sept 2017" and the buildings and land to the south in connection with the waste transfer station	Y	N	N	N	Y	N	Y	Y	N	Y	N	N
MW.0098/17	Rumbolds Pit,	Planning permission for the change of use for the storage of recycled material on land to the south of the primary working area. In addition to storage of recycled materials it is proposed to store empty waste skips in the ancillary area	N	N	N	Y	Y	N	N	Y	N	N	N	N

MW.0099/17	Rumbolds Pit,	Planning permission for the change of use of a small part of the application site to allow motor vehicles to park on land to the north of the primary working area	N	N	N	Y	Y	N	N	Y	N	N	N	N
MW.0045/17	Thame Football Partnership	Importation of approximately 11,900m3 of inert material to create a full sized football pitch and two smaller football pitches.	Y	N	N	Y	Y	N	Y	Y	Y	Y	Y	N
MW.0004/18	Pavestone Concrete Works, Burford Quarry,	Concrete hardstanding for use of block making machine and erection of a concrete batching plant	Y	N	N	N	Y	N	N	Y	N	Y	N	N
MW.0005/18	Electricity Generating Plant and Premises, Ardley Landfill,	Retention of 2x ISO containers to house equipment relating to waste heat storage trial	Y	N	N	N	Y	N	Y	N	N	Y	N	N
MW.0080/18	Land Adjoining Stone Hills Lane, Oday Hill, Sutton Wick,	Construction of new temporary haul road for existing mineral site	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	N
MW.0025/18	Grundon Waste Management Ltd, Goulds Grove, Ewelme,	Open storage area for empty containers, bins and packaging equipment, including the retention of the old Lab Smalls building for the storage of equipment	Y	N	N	N	Y	N	Y	Y	N	N	Y	N
MW.0020/18	Standlake Road, Ducklington,	Temporary extension of plant complex area	Y	N	N	Y	Y	Y	Y	Y	Y	N	N	N
MW.0026/18	Grundon Waste Management Ltd, Goulds Grove,	Erection of a welfare cabin for the site operatives (Retrospective application)	Y	N	N	N	Y	N	Y	Y	Y	N	Y	N

	Ewelme,													
MW.0046/18	Shipton-on-Cherwell Quarry	Proposed extraction of mineral and restoration by infilling with imported inert materials to agriculture on land to the south east of Shipton on Cherwell Quarry	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
MW.0082/18	Sheehan Recycled Aggregates Plant, Dix Pit,	Site extension, erection of new bays and non-compliance with conditions 1 and 14 of permission no.: MW.0140/16 to provide for alterations to the surface water drainage system.	N	N	N	Y	Y	N	N	Y	N	Y	N	N
MW.0111/18	Land adjacent to Building 418.19, Dido Road, Harwell Site,	Installation of a semi rigid building for the temporary storage of non radioactive waste and very low radioactive waste.	Y	N	N	N	Y	N	N	Y	N	Y	N	N
MW.005/16	Hanson Aggregates, Sutton Courtenay, Abingdon,	Crushing and screening of reject and used asphalt to produce recycled asphalt, stockpiling of asphalt materials, creation of new haul road off access onto the Corridor Road (retrospective)	The Committee resolved to grant permission for this application in 2017, before the Core Strategy was adopted and therefore the Core Strategy policies were not monitored for this decision											
MW.0127/16	Bridge Farm Quarry, Sutton Courtenay	Small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes	Y	N	N	Y	Y	Y	Y	Y	N	Y	N	N
MW.0004/18	Pavestone Concrete Works, Burford Quarry,	Concrete hardstanding for use of block making machine and erection of a concrete batching plant	Y	N	N	N	Y	N	Y	N	Y	N	N	N

Table 34 Assessment of Performance against Core Policies within Planning Application decisions in 2018

Planning Reference	Site Name	Site Detail	Policies (Y – Policy was used in decision making N – Policy not used in decision making)											
			C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12
MW.0063/17	Battle Farm AD site Benson Lane, Preston Crowmarsh, Wallingford	Section 73 application to continue development without complying with Condition 1 (approved plans and documents) of planning permission P13 /S1972/CM (proposed amendment of an Anaerobic Digestion Facility) to allow for amendment to the site layout	N	N	N	N	Y	N	N	Y	N	N	N	N
MW.0081/17	Ferris Hill Farm, Sibford Road, Hook Norton, Banbury, OX15 5JY	Application to continue the operation of Ferris Hill Farm waste management facility permitted by planning permission no. 15/01829/CM (MW.0132/15) without complying with conditions 3 (to delete condition which requires colour of picking station to be dark green or grey), 8 (pre-sorting of skip waste materials to be permitted) and 10 (storage of waste materials to be permitted)	Y	N	N	N	Y	N	Y	Y	N	Y	N	N
MW.0084/17	Wicklesham Quarry, Sandhill, Faringdon, Oxon, SN7 7P	Planning permission for the Section 73 application to vary conditions 1 and 13 of planning permission P15/V2384/CM (MW.0134/15) to allow for bunds to be retained on the site and to incorporate them into a revised restoration scheme	Y	Y	N	Y	Y	Y	Y	Y	N	N	N	N

MW.0091/17	Worton Farm, Worton, Yarnton, OX29 4FL	Planning permission for the Section 73 application for non-compliance with conditions 1 and 4 of permission no: 09/00585/CM (MW.0108/09) for waste recycling and transfer facility, to allow re-shaping of site bunding to enable additional car parking provision	Y	N	N	N	Y	N	Y	Y	N	Y	N	Y
MW.0095/17	City Farm, Eynsham, Witney, OX29 4EG	Section 73 application to vary conditions 1 and 2 of permission 14/01988/CM (MW.0122/14) to alter the aftercare plan to allow annual cultivation of approximately half of the restored area.	Y	N	N	N	N	N	Y	Y	N	N	Y	N
MW.0109/17	Appleford Sidings, Appleford Road, Sutton Courtenay, Abingdon, OX14 4PW	Planning permission for the continuation of the development permitted by P17/V0138/CM (MW.0005/17) (the demolition of existing asphalt plant and construction and operation of a replacement asphalt plant with ancillary plant and machinery, a new weighbridge and portable office) without according with condition 3, in order to allow extended hours of operation at the asphalt plant	Y	N	N	N	Y	N	N	N	N	N	N	N
MW.0073/17 (REFUSED)	Sheehan Recycled Aggregate Plant, Dix Pit, Stanton Harcourt, Witney, OX29 5BB	Section 73 application to continue the operation of Dix Pit Recycled Aggregate Facility permitted by planning permission no. 16/04166/CM (MW.0140/16) without complying with condition 6 thereby allowing an increase in the maximum tonnage of waste material imported to site to 175,000 tonnes per annum	Y	Y	N	N	Y	N	N	N	N	Y	N	N
MW.0083/17	Finmere Landfill Site, Banbury Road, Finmere, MK18	Section 73 application to continue sand and gravel and clay extraction for use in on-site landfill engineering permitted by planning permission no. 10/01515/CM without complying	Y	Y	N	N	Y	N	N	Y	N	N	Y	N

	4AJ	with conditions B1, B2, B3, B8, B9, B14, B16, B17, B20, B26, B32, B35, B37 and B39 to enable the development (including restoration) to continue until 6th January 2034, alternative screening to be provided along the eastern boundary and the updating or deletion of conditions which no longer apply											
MW.0085/17	Ardley Energy Recovery Facility, Middleton Stoney Road, Ardley, Oxfordshire, OX27 7AA	Planning permission for the Continuation of the development permitted by MW.0044/08 without complying with conditions 1 and 3, in order to allow an import of 326 300 tonnes per annum	Y	Y	N	N	Y	N	Y	N	N	Y	N
Page 302	Worton Farm, Worton, Yarnton, OX29 4FL	Planning permission for the use of land for storage of empty skips at M & M Skip Hire Ltd, Worton Farm without complying with conditions 3 and 5 attached to planning permission Ref MW.0122/12	Y	N	N	N	Y	N	Y	Y	N	Y	N
MW.0090/17													
MW.0102/17	Cassington Anaerobic Digestion Facility, Land at Worton Farm, Worton, Cassington, Oxon, OX29 4FL	Section 73 application to continue the development without complying with condition 1, to allow the throughput of the Anaerobic Digestion Plant to increase to 48,500 tonnes of waste per annum	Y	Y	N	Y	Y	N	Y	N	N	Y	N

D e 303	MW.0103/17	Ardley Fields Household Waste Recycling Centre, Brackley Road, Ardley, OX27 7PH	planning permission for the Retention of the existing Ardley Household Waste Recycling Centre at Ardley Fields Household Waste Recycling Centre	Y	Y	N	N	Y	N	Y	Y	N	Y	N	N
	MW.0008/18	Hanson Aggregates, Appleford Siding, Appleford OX14 4PW	Application to continue the development permitted by SUT/APF/616/17 (comprising erection of building to house weighbridge office, laboratory and mess room) without complying with condition 4 to allow the retention and continued use of the existing weighbridge, office, laboratory and mess room	Y	N	N	N	Y	N	N	N	N	N	N	N
	MW.0021/18	Shipton-on-Cherwell Quarry, Bunkers Hill, Kidlington, OX5 3BA	Continuation of development without complying with Condition 2 (mineral extraction cessation date) of Planning Permission no. 16/02109/CM (MW.0125/16) in order to extend the period permitted for the extraction of mineral from 31st December 2017 to 31st December 2018	Y	N	N	N	Y	N	Y		N	Y	N	Y
	MW.0024/18	Duns Tew Quarry (West), Duns Tew Road, Middle Barton, OX7 7DQ	To continue the development permitted by planning permission 16/00361/CM (MW.0028/16) (for the excavation of sand) without complying with conditions 26, 29, 30 and 34 (to amend the approved restoration scheme to reflect the implemented scheme)	Y	N	N	N	N	N	Y	N	N	N	Y	N
	MW.0036/18	462, Rutherford Avenue, Didcot, Oxfordshire, OX11 0DF	Application to vary condition 2 of planning permission EHE/9294/1 to allow for import of a small amount of Intermediate Level Waste (ILW) from Winfrith to Harwell for encapsulation and	Y	N	N	N	Y	N	N	Y	N	Y	N	N

		interim storage.											
MW.0083/18	Battle Farm AD site Benson Lane, Preston Crowmarsh, Wallingford	Section 73 application to continue the development of the erection and use of an open windrow composting facility (permitted by permission P13/S1971/CM (MW.0076/13)), without complying with condition 1, in order to vary the approved plans and documents to allow for a higher annual waste tonnage throughput	Y	Y	Y	N	Y	N	Y	Y	N	N	N
Page 40 MW.0085/18	Great Tew Ironstone Quarry, Butchers Hill, Great Tew, Chipping Norton, OX7 4BT	Section 73 application for variation of condition 1 of planning permission no. MW.0078/15 (15/02678/CM) for proposed extension of ironstone extraction, revocation of existing consented mineral extraction, export of clay, construction of temporary and permanent landforms, retention of an existing overburden store, relocation of consented stone saw shed, replacement quarry, farm and estate office building, erection of a new shoot store and multi-purpose building for changes to the approved phased working of the site	Y	N	N	N	Y	N	N	Y	Y	N	N
MW.0009/18	Moorend Lane Farm, Moorend Lane, Thame, Oxfordshire OX9 3HW	Section 73 application to continue the development if importation of inert material to restore the old landfill and sewage beds and extraction of small sand reserve (permitted by permission P17/S1500/CM (MW.0032/17)) without complying with condition 1, in order to vary the approved plans and documents to allow for the correct position of the weighbridge and the site office and welfare facility	N	N	N	N	Y	N	N	N	N	N	N

MW.0027/18	Castle Barn Quarry, Fairgreen Farm, Sarsden, Chipping Norton	Variation of condition 26 and removal of conditions 27, 28 and 29 of planning permission 17/01172/CM (OCC Reference: MW.0031/17) to enable the transportation of large stone block by HGV	N	N	N	N	Y	N	N	Y	N	Y	N	N
MW.0122/18	Appleford Sidings, Appleford Road, Sutton Courtenay, Abingdon, OX14 4PW	Section 73 application to continue the development permitted by MW.0137/16 (for the erection and operation of an asphalt plant for a temporary period) without complying with condition 10, to extend the time period for the operation	Y	N	N	N	Y	N	N	N	N	N	N	N

Table 35 Assessment of Performance against Core Policies within S73 decisions in 2018

9. Appendix

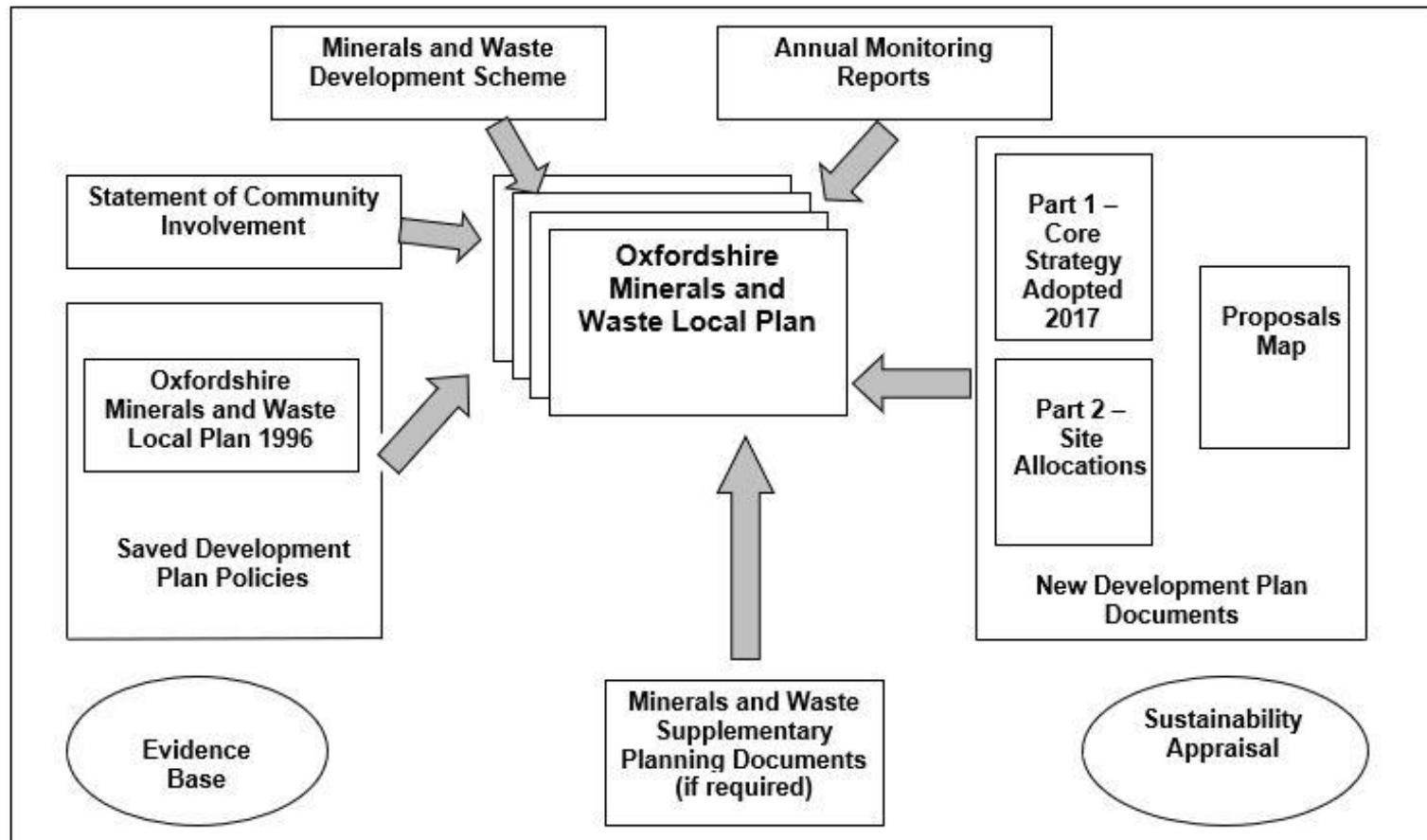
**Appendix
1
Minerals
and
Waste
Develop
ment
Scheme
(MWDS)
and
progress**

Milestones	MWDS Dec 2017 (covers the 2018 monitoring period of this AMR)	Progress during 2019	January 2019 Revision	Progress during 2019	March 2020 Revision	Progress as at July 2020
Commence preparation	September 2017	Achieved	Achieved	Achieved	Achieved	Achieved
Community Engagement & Consultation (Reg 18)	June -July 2018	Delayed	August - October 2018	Achieved	August – October 2018	Achieved
Further Community Engagement & Consultation (Reg 18)	January -Feb 2019	Not met	June -July 2019	Not Met	January – March 2020	Achieved
Publish proposed submission document (Reg 19)	September – Nov 2019	Not met	January – Feb 2020	Will not meet	September 2020	Delayed

Submit to Secretary of State (Reg 22)	December 2019	Will not meet	March 2020	Will not meet	January 2021	Delayed
Independent Examination (Reg 24)	March 2020	Will not meet	May 2020	Will not meet	May 2021	Under Review
Inspectors Report (Reg 25)	September 2020	Will not meet	October 2020	Will not meet	November 2021	Dependent upon date of examination / PINS
Adoption (Reg 26)	November 2020	Will not meet	December 2020	Will not meet	February 2022	

Appendix 2 The Oxfordshire Minerals and Waste Local Plan

How the Separate Documents Fit Together (from Oxfordshire Minerals and Waste Development



Scheme)

Appendix 3 Capacity of Waste Management Facilities in Oxfordshire

Category 1a: Non Hazardous Landfill

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	Remaining Void EA Data Capacity2018 (M ³) ²²
Finmere Quarry	Ops Industries	Non- Hazardous Landfill	Cherwell	Finmere	SP628 322	Temporary, 2028	470100
Slape Hill	Sheehans	Non- Hazardous Landfill	West Oxfordshire	Glympton	SP423 196	Temporary, 2019	0
Sutton Courtenay	FCC	Non- Hazardous Landfill	Vale of White Horse	Sutton Courtenay	SU515 930	Temporary, 2030	3,889,805
Total						Total	4,359,905

Category 1b: Hazardous Landfill

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	Remaining Void EA Data Capacity2018 (M ³) ²³
Ardley landfill	Viridor	Non Hazardous Landfill (SNRHW)	Cherwell	Ardley	SP 543 259	2019	0

²² Taken from 2018 WDI

²³ Taken from 2018 WDI

Category 2: Inert Landfill

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	End 2018 m ³ (* Permissions, EA Data, + 2018 Survey Data)
New Barn Farm	Grundon	Inert landfill	South Oxfordshire	Cholsey	SU598880	2039	1,400,000 ²⁴
Thame Football Club	Thame Football Partnership	Inert Landfill	South Oxfordshire	Thame	SP708068	2021	11,900 ²⁵
Finmere Quarry Landfill	Opes Industries	Inert Landfill	Cherwell	Finmere	SP 628 322	Temporary, 2018	0
Ardley Fields Landfill	Viridor	Inert Landfill	Cherwell	Ardley	SP 543 259	Closed	0
Shipton Quarry Landfill	Earthline	Inert Landfill	Cherwell	Shipton-on-Cherwell	SP 478 174	Temporary, 2025	1,520,000 ⁺
Ewelme No.2 Landfill	Grundon	Inert Landfill	South Oxfordshire	Ewelme	SP 646 905	Temporary, 2032	133000 ⁺

²⁴ Planning permission

+ WDI 2018

²⁵ Permission MW.0045.17

Mooren Lane Farm	David Einig Contracting Ltd.	Inert Landfill	South Oxfordshire	Thame	SP 713 067	Temporary 2022	0 ²⁶
Prospect Farm	Raymond Brown	Inert Landfill	Vale of White Horse	Chilton	SU 498 851	Unspecified	0 ⁺
Tubney Wood Landfill	Hills	Inert Landfill	Vale of White Horse	Tubney	SP 449 006	Temporary, 2015	0 ⁺
Shellingford Quarry Landfill	Earthline	Inert Landfill	Vale of White Horse	Shellingford	SU 328 937	Temporary, 2028	1480000 ⁺
Chindam Farm	Hills	Inert Landfill	Vale of White Horse	Shellingford	SU 313 948	Temporary, 2019	0
Upwood Quarry	Hills	Inert Landfill	Vale of White Horse	Tubney	SP 452 003	2029	368000 ⁺
Childrey Quarry	Mr. D. Lewis	Inert Landfill	Vale of White Horse	Childrey		Temporary, 2019	0

²⁶ Using waste received data from WDI 2018 at a conversion rate of 1.5

Bowling Green Farm	Hills	Inert Landfill	Vale of White Horse	Shellingford	SU 313 948	Commitment	920000 ²⁷
Gill Mill Quarry (Area 13)	Smiths of Bletchington	Inert Landfill	West Oxfordshire	Ducklington	SP 370 078	Temporary, 2020	0
Gill Mill	Smiths	Inert landfill	West Oxfordshire	Ducklington	SP 370 078	Temporary, 2041	850000 ²⁸
Enstone Quarry	Markham Farms	Inert Landfill	West Oxfordshire	Enstone		Unavailable	0
Old Brickworks Farm	R Miller	Inert Landfill	Cherwell	Bletchingdon	SP 518 158	Temporary, 2017	0
Cassington Quarry	Hanson Quarry Products Ltd.	Inert Landfill	Cherwell	Yarnton	SP 471 113	Commitment	50000 ²⁹

²⁷ Using waste received data from WDI 2018 at a conversion rate of 1.5 +WDI2018

+ WDI2018

²⁸ Using data of waste received from WDI 2018 at a conversion rate of 1.5

²⁹ Estimated in Waste Needs Assessment 2015, Cassington inactive in 2018 (LAA2019)

Woodeaton Quarry	McKenna	Inert Landfill	South Oxfordshire	Woodeaton	SP533122	Commitment	266463 ⁺
Caversham (extension)	Lafarge	Inert landfill	South Oxfordshire	Eye & Dunsden	SU748767	Commitment	860000 ³⁰
						Total	7,859,363

³⁰ Details taken from MW.0158/11. Inactive

Category 3: MSW/C&I Recycling/Transfer

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	Capacity (TPA)
Alkerton landfill	S&W Recycling	Recycle/Transfer (HWRC)	Cherwell	Alkerton	SP 383 432	Temporary, 2026	6500
Allotment Land, Thorpe Meade	Grundon	Recycle/Transfer	Cherwell	Banbury	SP 467 403	Committed	60,000
Ardley HWRC	Viridor	Recycle/Transfer (HWRC)	Cherwell	Ardley	SP 543 259	2026	7500
Ardley Landfill	Viridor	Recycle/Transfer	Cherwell	Ardley	SP 543 259	2019	10,000
Banbury Transfer Station	Grundon	Recycle/Transfer	Cherwell	Banbury	SP 469 402	Permanent	9000
Blackstone Farm	N Mauger	Recycle/Transfer	Cherwell	Blackthorn	SP 627 200	Permanent	15,000
Brize Norton X-fer	Ebsworth	Recycle/Transfer	West Oxfordshire	Minster Lovell	SP 313 098	Permanent	12,000
Charlett Tyre Yard	Charlett Tyres	Recycle/Transfer	Cherwell	Yarnton	SP 480 119	Permanent	1000
Cowley Marsh Depot	City Council	Recycle/Transfer	Oxford City	Oxford	SP 541 048	Permanent	3000
Culham No.1	Green Star	Recycle/Transfer	South Oxfordshire	Culham	SU 531 953	Permanent	50000
Dix Pit HWRC	FCC	Recycle/Transfer (HWRC)	West Oxfordshire	Stanton Harcourt	SP 410 045	2028	14100
Dix Pit Transfer	FCC	Recycle/Transfer	West Oxfordshire	Stanton Harcourt	SP 410 045	2028	0

Station							
Downs Road (old FloGas site)	May Gurney	Recycle/Transfer	West Oxfordshire	Witney	SP 329 103	Permanent	15,000
Drayton WRRC	W&S Recycling	Recycle/Transfer (HWRC)	Vale of White Horse	Drayton	SU 475 933	Permanent	12,400
Ewelme No.2	Grundon	Recycle/Transfer	South Oxfordshire	Ewelme	SP 646 905	2032	25,000
Ewelme No.2	Grundon	Recycle/Transfer	South Oxfordshire	Ewelme	SP 646 905	2032	12,000
Finmere Quarry	Opes Industries	Recycle/Transfer	Cherwell	Finmere	SP 628 322	Not operational	90,000
Grove Industrial Park	Aasvogel	Recycle/Transfer	Vale of White Horse	Grove	SU 385 895	Permanent	5000
Hill Farm	J James Ltd	Recycle/Transfer	Vale of White Horse	Appleford	SU523922	Permanent	20,000
Lakeside Park	Micks Skips	Recycle/Transfer	West Oxfordshire	Standlake	SP 384 044	Permanent	23,000
Manor Farm	KWC Amor	Recycle/Transfer	West Oxfordshire	Kelmscott	SU 251 990	Permanent	200
Milton Park	Oxford Wood	Recycle/Transfer	Vale of White Horse	Milton	SU 487 918	Permanent	500
Oakley Wood	W&S Recycling	Recycle/Transfer (HWRC)	South Oxfordshire	Nuffield	SU 640 890	Permanent	9900
Prospect Farm/Chilton Waste Transfer	Raymond Brown	Recycle/Transfer	Vale of White Horse	Chilton	SU 498 851	2020	20,000

Redbridge Waste Centre	W&S Recycling	Recycle/Transfer (HWRC)	Oxford City	Oxford	SP 518 038	Permanent	15,600
Sandfields Farm	K J Millard	Recycle/Transfer	West Oxfordshire	Over Norton	SP 447 240	Permanent	3000
Slape Hill Quarry	Sheehans	Recycle/Transfer	West Oxfordshire	Glympton	SP 423 196	2019	20,000
Stanford-in-Vale HWRC	W&S Recycling	Recycle/Transfer (HWRC)	Vale of White Horse	Stanford-in-Vale	SU 330 939	Permanent	7600
Sutton Courtenay Transfer Station & MRF	FCC	Recycle/Transfer	Vale of White Horse	Sutton Courtenay	SU 515 930	2030	160,000
Thorpe Lane Depot	Cherwell DC	Recycle/Transfer	Cherwell	Banbury	SP 467 406	Permanent	100
Tyre Depot	Philips Tyres	Recycle/Transfer	South Oxfordshire	Elsfield	SP 527 092	Permanent	1500
Unit 1, Enstone Airfield	Viridor	Recycle/Transfer	West Oxfordshire	Enstone	SP 397 256	Permanent	30,000
Worsham Quarry	Fraser Evans	Recycle/Transfer	West Oxfordshire	Minster Lovell	SP 296 103	Permanent	12,000
Worton Farm	M&M Skip Hire	Recycle/Transfer	Cherwell	Yarnton	SP 471 113	Permanent	60,000
						Total (operational)	640,900
						Total (Non operational)	90,000
						Total	730, 900

Category 4: Residual Waste Treatment

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	Capacity (TPA)
Ardley Landfill	Viridor	Residual Treatment	Cherwell	Ardley	SP 543 259	2049	326,300
Dewars Farm	Smiths of Bletchington	Residual Treatment	Cherwell	Middleton Stoney	SP 537 247	2021	0
						Total	326300

Category 5: Composting/Biological Treatment

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	Capacity (TPA)
Worlton Farm	ST Green Power	Compost/Food treatment	Cherwell	Yarnton	SP 471 113	Permanent	48,500
Ashgrove Farm/Ardley Green Composting site	ST Green Power	Compost/Food treatment	Cherwell	Ardley	SP 534 256	Permanent	35,000
Battle Farm/Wallingford Composting	ST Green Power	Compost/Food treatment	South Oxfordshire	Crowmarsh	SU 622 905	Permanent	45,000
Sutton Courtenay Landfill	FCC	Compost/Food treatment	Vale of White Horse	Sutton Courtenay	SU 515 930	2030	40,000
Glebe Farm	ST Green Power	Compost/food treatment	Vale of White Horse	Hinton Waldrist	SU 366 972	2024	5000

Church Lane	National Trust	Compost/Food treatment	Vale of White Horse	Coleshill	SU 234 938	Permanent	100
Showell Farm	ST Green Power	Compost/Food treatment	West Oxfordshire	Chipping Norton	SP 356 296	Permanent	21,000
Battle Farm/Wallingford AD	ST Green Power	Compost/Food treatment	South Oxfordshire	Crowmarsh	SU622905	Permanent	45000
						Total	239,600

Category 6: CDE Recycling

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	Capacity (TPA)
Appleford Stings	Hanson	CDE Recycling	Vale of White Horse	Sutton Courtenay	SU 520 931	Non-operational, Permanent	100,000
Barford Road Farm	North Oxfordshire Topsoil Ltd	CDE Recycling (Soil)	Cherwell	South Newington	SP412 330	Permanent	5000
Blackstone Farm	N Mauger	CDE Recycling	Cherwell	Blackthorn	SP627 200	Non-operational, permanent	15,000
Burford Quarry	Pavestone UK	CDE Recycling	West Oxfordshire	Burford	SP 269 107	Non operational 2024	500
Cemex Batching	Fergal Contracting	CDE Recycling	West Oxfordshire	Hardwick	SP 387 057	Permanent	20,000
Dix Pit Complex	Sheehans	CDE Recycling	West Oxfordshire	Stanton Harcourt	SP 403 050	2028	95,000
Dix Pit Complex	Sheehans	CDE Recycling	West Oxfordshire	Stanton Harcourt	SP 403 050	No Permission	0

(Soils)							
Drayton Depot	OCC	CDE Recycling	Vale of White Horse	Drayton	SU 489 940	Permanent	75,000
Enstone Airfield	David Einig Contracting Ltd.	CDE Recycling	West Oxfordshire	Enstone	SP389 263	2021	20,000
Ewelme No.2	Grundon	CDE Recycling	South Oxfordshire	Ewelme	SP 646 905	2032	12,000
Ferris Hill Farm	Mathews	CDE Recycling	Cherwell	Hook Norton	SP 355 351	Permanent	24,999
Gill Mill Quarry	Smiths of Bletchington	CDE Recycling	West Oxfordshire	Ducklington	SP 370 078	2040	120,000
Grove Industrial Park	Aasvogel	CDE Recycling	Vale of White Horse	Grove	SU 385 895	Permanent	40,000
Hindridge Farm	Onsyany Skips	CDE Recycling	South Oxfordshire	Ipsden	SU 669 854	Permanent	5000
Lakeside Park	Ethos Recycling	CDE Recycling	West Oxfordshire	Standlake	SP 383 044	Non-operational, Permanent	25,000
Lakeside Park	Micks Skips	CDE Recycling	West Oxfordshire	Standlake	SP 384 044	Permanent	2000
New Wintles Farm	David Einig Contracting Ltd.	CDE Recycling	West Oxfordshire	Eynsham	SP 431 108	Permanent	170,000
Newlands Farm	Smiths of Bloxham	CDE Recycling	Cherwell	Bloxham	SP 439 352	Permanent	32,000
NW Corner of TW Depot	Clancy Docwra	CDE Recycling	Cherwell	Kidlington	SP 476 153	Permanent	20,000
Old Brickworks Farm	R Miller	CDE Recycling	Cherwell	Bletchingdon	SP518 158	Non Operational	40,000

Playhatch Quarry	Grabloader	CDE Recycling	South Oxfordshire	Eye & Dunsden	SU 740 765	Permanent	70,000
Prospect Farm	Raymond Brown	CDE Recycling	Vale of White Horse	Chilton	SU 498 851	2022	75,000
Rumbolds Pit	Richard Hazel	CDE Recycling	South Oxfordshire	Ewelme	SU 645 927	Permanent	20,000
Sandfields Farm	K J Millard	CDE Recycling	West Oxfordshire	Over Norton	SP 447 240	Permanent	9600
Shellingford Quarry	Earthline	CDE Recycling	Vale of White Horse	Shellingford	SU 328 937	2019	60,000
Shipton Hill	Hickman Bros	CDE Recycling	West Oxfordshire	Fulbrook	SP 267 138	Permanent	12,600
Shipton Quarry	Earthline	CDE Recycling	Cherwell	Shipton-on-Cherwell	SP 478 174	2025	75,000
Stonepit Barn	S.Belcher	CDE Recycling	Vale of White Horse	Frilford	SU422973	Permanent	75,000
Sutton Courtenay Asphalt Recycling	Hanson	CDE Recycling	Vale of White Horse	Sutton Courtenay	SU 515 930	2030	50,000
Sutton Courtenay Landfill	Hanson	CDE Recycling	Vale of White Horse	Sutton Courtenay	SU 515 930	2030	62,500
Swannybrook Farm	NAP Grab Hire	CDE Recycling (soil)	Vale of White Horse	Kingston Bagpuize	SU 407 967	Permanent	20,000
Upwood Park	Hills	CDE Recycling	Vale of White Horse	Tubney	SP 452 003	2029	8000
Worton Farm (Cresswell Field)	David Einig Contracting Ltd.	CDE Recycling	Cherwell	Yarnton	SP 471 113	Permanent	48,000
						Operational	1,226,699

Non Operational	180,500
Total	1,407,199

Category 7: Metal Recycling

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	Capacity (TPA)
Berinsfield Car Breakers	Auto Storage	Metal Recycling	South Oxfordshire	Berinsfield	SU 570 958	Permanent	1000
Claridges Car Breakers	Claridge	Metal Recycling	West Oxfordshire	Carterton	SP 279 060	Permanent	1000
Fords Yard, Menmarsh Road	A McGee	Metal Recycling	South Oxfordshire	Waterperry	SP 613 098	Permanent	2000
Greenwoods	Yassine Saleh	Metal Recycling	South Oxfordshire	Garsington	SP 576 018	Permanent	300
Jackdaw Lane	Metal Salvage	Metal Recycling	Oxford City	Oxford	SP 524 051	Permanent	1000
Mains Motors, Woodside	Main Motors	Metal Recycling	South Oxfordshire	Ewelme	SU 649 893	Permanent	10000
Menlo Industrial Park	ASM	Metal Recycling	South Oxfordshire	Thame	SP 691 054	Permanent	25000
Milton Pools	R L Mead	Metal Recycling	South Oxfordshire	Gt. Haseley	SP 654 032	Permanent	1000
Newlands Farm	Smiths	Metal Recycling	Cherwell	Bloxham	SP 439 352	Permanent	50000
Old Railway Halt	John Aldridge	Metal Recycling	West Oxfordshire	Gt. Rollright	SP 327 303	Permanent	7500
Quelches Orchard	Brakespeares	Metal Recycling	Vale of White	Wantage	SU 411 887	Permanent	5000

			Horse				
Riding Lane Scrap Yard	Smith Bros	Metal Recycling	West Oxfordshire	Crawley	SP 330 137	Permanent	15000
Roadside Farm	Haynes	Metal Recycling	Vale of White Horse	E. Challow	SU 378 886	Permanent	5000
Sturt Farm (2a/4)	College Motors	Metal Recycling	West Oxfordshire	Shilton	SP 275 105	Permanent	1000
Sutton Wick Lane	Abingdon Car Breakers	Metal Recycling	Vale of White Horse	Drayton	SP 492 946	Permanent	1000
T&B Motors, 62/64 West End	T&B Motors	Metal Recycling	West Oxfordshire	Witney	SP 358 106	Permanent	1000
The Metal Yard	T R Rogers	Metal Recycling	South Oxfordshire	Nuneham Courtenay	SU 553 993	Permanent	2000
Thorpe Mead 2a/3a	Banbury Motors	Metal Recycling	Cherwell	Banbury	SP 469 403	Permanent	300
Varney's Garage	Panozzo/Grazzi	Metal Recycling	Cherwell	Hornton	SP 380 457	Permanent	600
Whitecross Metals	Alumini Holdings	Metal Recycling	Vale of White Horse	Wootton	SP 483 004	Permanent	25000
Windmill Nursery	Dulcie Hughes	Metal Recycling	Cherwell	Blackthorn	SP 609 207	Permanent	10000
						Total	164700

Category 8: Hazardous/Radioactive

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	Capacity (TPA)
Merton Street Depot	Grundon	Hazardous/Radioactive	Cherwell	Banbury	SP 465 402	Permanent	3000
Allotment Land, Thorpe Meade	Grundon	Hazardous/Radioactive	Cherwell	Banbury	SP 467 403	Committed	5000
Pony Lane	City Insulation	Hazardous/Radioactive	Oxford City	Oxford	SP 556 046	Permanent	50
Pony Lane	City Insulation	Hazardous	Oxford City	Oxford	SP 557 047	Permanent	100
Ewelme No.1	Grundon	Hazardous/Radioactive	South Oxfordshire	Ewelme	SU 646 902	Permanent	11000
Culham JET	CSC Ltd	Hazardous/Radioactive	South Oxfordshire	Culham	SU 536 958	2022	315
Harwell Western Storage	Magnox	Hazardous/Radioactive	Vale of White Horse	Harwell	SU 474 866	Permanent	500000
Harwell B462	Magnox	Hazardous/Radioactive	Vale of White Horse	Harwell	SU 474 866	Permanent	3000
Drayton Depot Transfer Station	OCC	Hazardous/Radioactive	Vale of White Horse	Drayton	SU 489 940	Permanent	20000
Oxford Rd Depot	Vale Housing	Hazardous	Vale of White Horse	E. Hanney	SU 421 932	Permanent	100
Lower Yard (Unit 8)	Amity Insulation	Hazardous/Radioactive	West Oxfordshire	Eynsham	SP 431 086	Permanent	100

Plot J, Lakeside Industrial Estate, Standlake	Alder and Allen	Hazardous/Radioactive	West Oxfordshire	Standlake	SP 384 044	Permanent	6000
						Total	548665
						Total Excluding Harwell Western Storage	48650

Category 9: Waste Water

Site	Operator	Facility Category	District	Parish	Grid Ref	End Date	Capacity (TPA)
Bicester Strategic STW	Thames Water	Waste Water	Cherwell	Bicester	SP 579 210	Permanent	2000
Banbury Strategic STW	Thames Water	Waste Water	Cherwell	Banbury	SP 471 402	Permanent	5000
Oxford STW	TWA Ltd	Waste Water	South Oxfordshire	Sandford	SP 544 019	Permanent	25000
Didcot Strategic STW	TWA Ltd	Waste Water	South Oxfordshire	Didcot	SU 520 913	Permanent	3000
Wantage Strategic STW	TWA Ltd	Waste Water	Vale of White Horse	Grove	SU 403 915	Permanent	3000
Witney Strategic STW	TWA Ltd	Waste Water	West Oxfordshire	Ducklington	SP 348 084	Permanent	4000
						Total	42,000

Appendix 4: Mineral Working Sites in Oxfordshire (2018)

Mineral Site Name	Site Operator	Status
Burford Quarry	Smith & Sons (Bletchington) Ltd	Active
Dewars Farm Quarry	Smith & Sons (Bletchington) Ltd	Active
Duns Tew Quarry	Smith & Sons (Bletchington) Ltd	Active
Gill Mill Quarry	Smith & Sons (Bletchington) Ltd	Active
Whitehill Quarry	Smith & Sons (Bletchington) Ltd	Active
Rollright Quarry (Phase II)	Smith & Sons (Bletchington) Ltd	Active
Rollright Quarry (Phase I)	Hanson UK	Inactive
Stanton Harcourt Quarry (Stonehenge Farm)	Hanson UK	Inactive
Cassington Quarry	Hanson UK	Inactive
Sutton Courtney Quarry (Bridge Farm)	Hanson UK	Active
Chinham Farm Quarry	Hills Quarry Products Ltd	Active
Bowling Green Farm (Chinham)	Hills Quarry Products Ltd	Active
Upwood Quarry	Hills Quarry Products Ltd	Active
Hatford Quarry	Earthline Ltd. (Hatford Quarry Ltd.)	Active
Shellingford Quarry	Earthline Ltd. (Multi-Agg Ltd.)	Active
Shipton-on-Cherwell Quarry	Earthline Ltd. (Shipton Ltd.)	Active
Wroxton Quarry	Earthline	Active
Alkerton Quarry	Earthline	Restoration
Sutton Wick Quarry	H Tuckwell & Sons	Active
Great Tew Quarry	Great Tew Farm Partnership	Active
Castle Barn (Sarsden) Quarry	Great Tew Farm Partnership	Active
Moorend Lane Farm Quarry	David Enig Contracting Ltd.	Inactive
Finmere Quarry	AT Contracting & Plant Hire Ltd.	Active
Faringdon Quarry	Grundon Sand and Gravel Ltd.	Active
Caversham Quarry	Lafarge Tarmac	Active

Wicklesham Quarry	Grundon Sand and Gravel Ltd.	Inactive
Chinham Hill Quarry	Hills Quarry Products Ltd	Inactive
Thrupp Lane Quarry	H Tuckwell & Sons	Inactive
New Barn Farm, Cholsey	Grundon Sand and Gravel Ltd.	Active

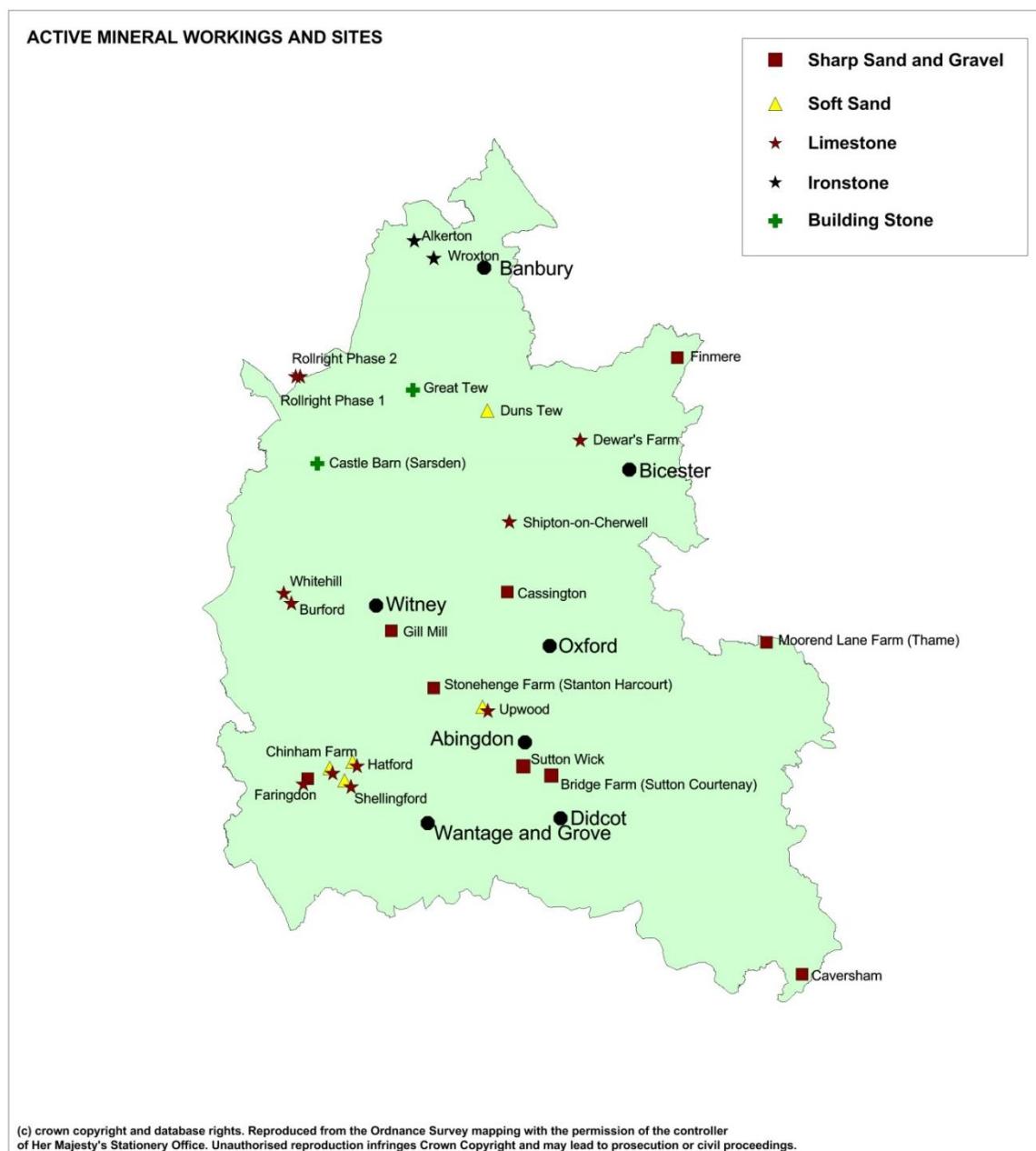


Figure 5 Active Mineral Working Sites in Oxfordshire (As at 2016)

Appendix 5 Waste Sites in Oxfordshire



Figure 6 Location of Municipal and Commercial & Industrial Waste Facilities and Sites (As at 2016)

Construction, Demolition and Excavation Sites

▲ Inert Landfill
▲ CDE Recycling Facility



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Figure 7 Location of Construction, Demolition & Excavation waste facilities and sites, including recycled and secondary aggregate sites (As at 2016)

Appendix 6 Sharp Sand and Gravel calculations

	Sharp Sand & Gravel (million tonnes)
A. Annual Provision (from policy M2 / LAA)	1.015
B. Requirement 2014 – 2031 (policy M2) (A x 18 years)	18.270
B.i Requirement 2014 – 2031 (North)	9.135
B.ii Requirement 2014 – 2031 (South)	9.135
C. Sales in 2014 – 2018 (Oxfordshire)	3.558
C.i Sales in 2014 – 2018 (North)	1.974
C.ii Sales in 2014 – 2018 (South)	1.584
D. Remaining requirement (B – C)	14.712
D.i Remaining requirement (North) (Bi – Ci)	7.161
D.ii Remaining requirement (South) (Bii – Cii)	7.551
E. Permitted Reserves at end 2018	12.925
E.i Permitted Reserves at end 2018 (North)	7.728
E.ii Permitted Reserves at end 2018 (South)	5.197
F.i Total reserves available (North)	7.728
F.ii Total reserves available (South)	5.197
G. Estimated permitted reserves available to be worked during remainder of plan period (from beginning 2019 to end 2031)	11.075
G.i Estimated permitted reserves available to be worked during remainder of plan period (from beginning 2019 to end 2031) (North)	6.578
G.ii Estimated permitted reserves available to be worked during remainder of plan period (from beginning 2019 to end 2031)	4.497

(South)	
J. Remaining requirement to be provided for in Plan (D – G)	3.637 (100%)
Ji Remaining requirement to be provided for in the Plan (North) – alternative method of calculation (Di – Gi)	0.583 (16%)
Jii Remaining requirement to be provided for in the Plan (South) – alternative method of calculation (Dii – Gii)	3.054 (84%)

Appendix 7 Policy W2 Waste Targets

		Year			
		2016	2021	2026	2031
MUNICIPAL WASTE	Composting & food waste treatment	29%	32%	35%	35%
	Non-hazardous waste recycling	33%	33%	35%	35%
	Non-hazardous residual waste treatment	30%	30%	25%	25%
	Landfill (these percentages are not targets but are included for completeness)	8%	5%	5%	5%
	Total	100%	100%	100%	100%
COMMERCIAL & INDUSTRIAL WASTE	Composting & food waste treatment	5%	5%	5%	5%
	Non-hazardous waste recycling	55%	60%	65%	65%
	Non-hazardous residual waste treatment	15%	25%	25%	25%
	Landfill (these percentages are not targets but are included for completeness)	25%	10%	5%	5%
	Total	100%	100%	100%	100%
LTTO N & EXC	Proportion of Projected Arisings taken to be Inert*	80%	80%	80%	80%

	Inert waste recycling (as proportion of inert arisings)	55%	60%	65%	70%
	Permanent deposit of inert waste other than for disposal to landfill** (as proportion of inert arisings)	25%	25%	25%	25%
	Landfill (as proportion of inert arisings) (these percentages are not targets but are included for completeness)	20%	15%	10%	5%
	Total (inert arisings)	100%	100%	100%	100%
	Proportion of Projected Arisings taken to be Non-Inert*	20%	20%	20%	20%
	Composting (as proportion of non-inert arisings)	5%	5%	5%	5%
	Non-hazardous waste recycling (as proportion of non-inert arisings)	55%	60%	65%	65%
	Non-hazardous residual waste treatment (as proportion of non-inert arisings)	15%	25%	25%	25%
	Landfill (as proportion of non-inert arisings) (these percentages are not targets but are included for completeness)	25%	10%	5%	5%
	Total (non-inert arisings)	100%	100%	100%	100%

*It is assumed that 20% of the CDE waste stream comprises non-inert materials (from breakdown in report by

BPP Consulting on Construction, Demolition and Excavation Waste in Oxfordshire, February 2014, page 7). The subsequent targets are proportions of the inert or non-inert elements of the CDE waste stream.

** This includes the use of inert waste in backfilling of mineral workings & operational development such as noise bund construction and flood defence works.

10. Glossary

Aggregates – sand, gravel and crushed rock that is used in the construction industry to make things like concrete, mortar, asphalt and drainage material. For secondary or recycled aggregates, see below.

Aftercare – The management and treatment of land for a set period of time immediately following the completed restoration of a mineral working to ensure the land is returned to the required environmental standard.

After-use – The long term use that land formerly used for mineral workings is restored to, e.g. agriculture, forestry, nature conservation, recreation or public amenity such as country parks.

Alternative aggregates - A grouping of secondary and recycled aggregates.

Anaerobic Digestion Facility – facility involving process where biodegradable material is encouraged to break down in the absence of oxygen, which changes the nature and volume of material and produces a gas which can be burnt to recover energy and digestate which may be suitable for use as a soil conditioner.

Annual Monitoring Report (AMR) – see Monitoring Report.

Apportionment – the allocation between minerals and waste authorities of an overall total amount of provision required for mineral production or waste management, for a particular period of time, e.g. as set out in the South East Plan.

Area of Outstanding Natural Beauty (AONB) – area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty.

Commercial and Industrial waste – waste from factories or premises used for the purpose of trade or business, sport, recreation or entertainment.

Composting – the breakdown of organic matter aerobically (in presence of oxygen) into a stable material that can be used as a fertiliser or soil conditioner.

Construction, Demolition and Excavation waste – waste arising from the building process comprising demolition and site clearance waste and builders' waste from the construction/demolition of buildings and infrastructure. Includes masonry, rubble and timber.

Core Strategy: Sets out the long-term spatial vision for the local planning authority area and the strategic policies and proposals to deliver that vision.

Crushed rock – naturally occurring rock which is crushed into a series of required sizes to produce an aggregate.

Development Management Policies: A set of criteria-based policies required to ensure that all development within the area meets the vision and strategy set out in the core strategy.

Development Plan Documents (DPDs) – spatial planning documents that form part of a Local Plan or a Minerals and/or Waste Plan and are subject to independent examination. They have ‘development plan’ status. They can include Core Strategy and Site Allocations DPDs.

Energy from Waste (EfW) Facility/Plant – residual waste treatment facility where energy (heat and/or electricity) is recovered from waste; either from direct combustion of waste under controlled conditions at high temperatures; or from combustion of by-products derived from the waste treatment process such as biogas or refuse-derived fuel.

Environment Agency (EA) – Government advisor and agency with statutory responsibilities to protect and improve the environment (including air, land and water).

Extension to quarry – extraction of minerals on land which is contiguous or non-contiguous with an existing quarry, where extracted material is moved to the existing quarry processing plant and access via means other than the highway (e.g. by conveyor or internal haul-road).

Gasification – A technology related to incineration where waste is heated in the presence of air to produce fuel rich gases.

Greenfield site – site previously unaffected by built development.

Greenhouse gases – gases such as methane and carbon dioxide that contribute to climate change.

Green Infrastructure – a network of strategically planned and managed natural and working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations.

Groundwater – water held in water-bearing rocks, in pores and fissures underground.

Habitats Regulations Assessment (HRA) – an assessment of the likely impacts of the possible effects of a plan’s policies on the integrity of European sites (including Special Areas of Conservation and Special Protection Areas), including possible effects ‘in combination’ with other plans, projects and programmes.

Hazardous waste – waste that may be hazardous to humans and that requires specific and separate provision for dealing with it. Categories are

defined by regulations. Includes many “everyday” items such as electrical goods. Previously referred to as Special Waste.

Household Waste – waste from household collection rounds, street sweeping, litter collection, bulky waste collection, household waste recycling centres and bring or drop-off recycling schemes.

Household Waste Recycling Centres (HWRCs) – place provided by the Waste Disposal Authority where members of the public can deliver household wastes for recycling or disposal (also known as Civic Amenity Sites).

Incineration – burning of waste at high temperatures under controlled conditions. This results in a reduction in bulk and may involve energy reclamation. Produces a burnt residue or 'bottom ash' whilst the chemical treatment of emissions from the burning of the waste produces smaller amounts of 'fly ash'.

Independent Examination – process whereby an independent Planning Inspector publicly examines a Development Plan Document for its soundness before issuing their report and recommendations to the planning authority.

Inert waste – waste that does not normally undergo any significant physical, chemical or biological change when deposited at a landfill site. It may include materials such as rock, concrete, brick, sand, soil or certain arisings from road building or maintenance. Most of the category “construction, demolition and excavation” waste is inert waste.

Industrial waste – wastes from any factory, transportation apparatus, scientific research, dredging, sewage and scrap metal.

Intermediate Level Waste (ILW) – radioactive wastes which exceed the upper activity boundaries for Low Level Waste but which do not need heat to be taken into account in the design of storage or disposal facilities.

In-Vessel Composting Facility – facility where the composting process takes place inside a vessel where conditions are controlled and optimised for the aerobic breakdown of materials.

Landbank – the reserve of unworked minerals for which planning permission has been granted, including non-working sites, expressed in tonnage or years.

Landfill – permanent disposal of waste into the ground by the filling of voids or by landraising.

Land-won aggregates - Primary aggregates won from land.

Local Development Framework (LDF) – folder of local development documents prepared planning authorities, that sets out the spatial planning strategy for the area.

Local Development Scheme – the programme for the preparation of local development documents.

Local Plan: Comprises a portfolio of local development documents that will provide the framework for delivering the spatial planning strategy for the area.

Low Level Waste (LLW) – radioactive waste having a radioactive content not exceeding four gigabecquerels per tonne (GBq/te) of alpha or 12 GBq/te of beta/gamma radioactivity, but not including radioactive materials that are acceptable for disposal with municipal and general commercial or industrial waste; includes soil, building rubble, metals and organic materials arising from both nuclear and non-nuclear sources; metals are mostly in the form of redundant equipment; organic materials are mainly in the form of paper towels, clothing and laboratory equipment that have been used in areas where radioactive materials are used, such as hospitals, research establishments and industry.

Marine aggregates - Primary aggregates dredged from the sea, almost exclusively sand and gravel.

Materials Recovery/Recycling Facility (MRF) – facility where recyclable materials are sorted and separated from other wastes before being sent for reprocessing.

Mechanical and Biological Treatment (MBT) – residual waste treatment process involving the mechanical separation of recyclable materials followed by composting of the remaining material to produce a fuel or stabilised waste for landfilling.

Minerals & Waste Development Plan Document: Spatial minerals and waste related planning documents that are subject to independent examination.

Minerals & Waste Development Scheme: Sets out the programme for the preparation of the minerals and waste development documents.

Minerals and Waste Local Plan: These documents set out the current policies and the sites for minerals-related and waste-related development.

Monitoring Report: Assesses the implementation of the Minerals and Waste Development Scheme and extent to which the policies in Development Plan Documents are being successfully implemented.

Municipal waste/Municipal solid waste (MSW) – waste that is collected by a waste collection authority. Mostly consists of household waste, but can also include waste from municipal parks and gardens, beach cleansing, waste resulting from clearance of fly-tipped materials and some commercial waste.

National Planning Policy Framework – Planning policy document (March 2012) for England issued by central Government which supersedes the

majority of Planning Policy Statements, Planning Policy Guidance Notes, Minerals Policy Statements and Minerals Planning Guidance notes. Does not replace PPS 10.

Non-Hazardous Waste – waste, which is neither inert nor hazardous, which is permitted to be disposed at a non-hazardous landfill; also referred to as non-inert waste.

Non-inert waste – waste that is potentially biodegradable or may undergo significant physical, chemical or biological change when deposited at a landfill site. Also referred to as “non-hazardous waste”.

Nuclear Decommissioning Authority (NDA) – a non-departmental public body with responsibility to deliver the decommissioning and clean-up of the UK’s civil nuclear legacy.

Permitted reserves – mineral reserves with planning permission for extraction.

Planning Policy Guidance (PPG) – documents issued by Central Government setting out its national land use policies and guidance for England on different areas of planning. These were gradually being replaced by Planning Policy Statements.

Planning Policy Statements (PPS) – documents issued by Central Government to replace the existing Planning Policy Guidance in order to provide clearer and more focused policies for England on different areas of planning (with the removal of advice on practical implementation, which is better expressed as guidance rather than policy). Most were replaced by the National Planning Policy Framework (NPPF) in March 2012.

Planning permission – formal consent given by the planning authority to develop or use land.

Primary aggregates – These are aggregates produced from naturally occurring mineral deposits, extracted specifically for use as aggregate and used for the first time. They are produced either from rock formations that are crushed to produce ‘crushed rock’ aggregates, or from naturally occurring sand and gravel deposits.

Proposals Map: The adopted proposals map illustrates on a base map all the policies contained in the Development Plan Documents, together with any saved policies.

Pyrolysis – a technology related to incineration where waste is heated in the absence of air to produce gas and liquid fuel plus solid waste.

Recycled aggregates – derived from reprocessing waste arising from construction and demolition activities (e.g. concrete, bricks and tiles), highway maintenance (e.g. asphalt planings), excavation and utility operations.

Examples include recycled concrete from construction and demolition waste material, spent rail ballast and recycled asphalt.

Recycling – the recovery of waste materials for use as or conversion into other products (including composting but excluding energy recovery).

Recovery – obtaining value from waste through one of the following means:

- Recycling;
- Composting;
- Other forms of material recovery (such as anaerobic digestion);
- Energy recovery (combustion with direct or indirect use of the energy produced, manufacture of refuse derived fuel, gasification, pyrolysis or other technologies).

Residual waste – the waste remaining after materials have been recovered from a waste stream by re-use, recycling, composting or some other material recovery process (such as anaerobic digestion).

Residual Waste Treatment Facility – facility for processing waste which has not been re-used, recycled or composted in order to recover resources and minimise the amount of waste that needs to be disposed by landfill; the two most common forms of residual waste treatment are energy from waste and mechanical and biological treatment.

Restoration – methods by which the land is returned to a condition suitable for an agreed after-use following the completion of minerals or waste operations.

Re-use – the repeat utilisation of an item/material for its original (or other) purpose.

Secondary Aggregates – usually the by-products of other industrial processes, e.g. blast furnace slag, steel slag, pulverised-fuel ash (PFA), incinerator bottom ash, furnace bottom ash, recycled glass, slate waste, china clay sand and colliery spoil.

Sewage Sludge or Sludge – the semi-solid or liquid residue removed during the treatment of wastewater.

Site of Special Scientific Interest – site notified by Natural England under Section 25 of the Wildlife and Countryside Act 1981 as having special wildlife or geological features worthy of protection.

Soundness – in accordance with national planning policy, local development documents must be ‘soundly’ based in terms of their content and the process by which they were produced. They must also be based upon a robust, credible evidence base. There are four tests of soundness in the National Planning Policy Framework.

South East Aggregates Working Party (SEEAWP) – a non-executive technical group covering the South East of England with the role of advising government (the Department for Communities and Local Government), Mineral planning authorities and industry on aggregates, including helping mineral planning authorities fulfil the duty to cooperate on strategic mineral planning issues, comprising officers of the mineral planning authorities, representatives of the minerals industry and government representatives .

South East Waste Planning Advisory Group (SEWPAG) – a non-executive technical group comprising the waste planning authorities of South East England and representatives of the Environment Agency, the waste industry and the environmental sector which provides advice to help waste planning authorities fulfil the duty to cooperate on strategic waste planning issues.

South East Plan – the Regional Spatial Strategy for the South East region, prepared by the former South East England Regional Assembly and approved by the Secretary of State in May 2009.

Special Area of Conservation – site of international importance for nature conservation, designated under the EU Habitats Directive.

Special Protection Area (SPA) – designation of international importance for nature conservation made under the EU Birds Directive to conserve the best examples of the habitats of certain threatened species of birds.

Statement of Community Involvement: Sets out the standards which authorities will achieve in involving local communities in the preparation of local development documents and development control decisions.

Statutory consultee – Organisations with which the local planning authority must, by regulation, consult on the preparation of its land use plan or in determining a planning application. For land use plans, this always includes the Environment Agency, Natural England and English Heritage.

Sterilisation – this occurs when developments such as housing, roads or industrial parks are built over mineral resources, preventing their possible future extraction.

Strategic Environmental Assessment (SEA) – an environmental assessment of certain plans and programmes, including those in the field of planning and land use, which complies with the EU Directive 2001/42/EC; it involves the preparation of an environmental report, carrying out of consultation, taking into account of the environmental report and the results of the consultation in decision making, provision of information when the plan or programme is adopted and showing that the results of the environment assessment have been taken into account.

Structure Plan – framework of strategic planning policies, produced by the County Council. The Oxfordshire Structure Plan was largely replaced as a statutory planning document by the South East Plan in May 2009.

Supplementary Planning Document: Provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

Sustainability Appraisal – an appraisal of the economic, environmental, and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with the principles of sustainable development and to check policies against sustainability objectives. The scoping report of a sustainability appraisal seeks the agreement of statutory consultees and the competent authority on the intended range of issues to be covered in the assessment. The Planning and Compulsory Purchase Act 2004 requires a sustainability appraisal to be undertaken of all development plan documents.

Thermal Treatment – generic term encompassing incineration, gasification and pyrolysis.

Transfer Station – a bulk collection point for waste prior to its onward transport to another facility for treatment or disposal.

Very Low Level Waste (VLLW) – radioactive waste with very low concentrations of radioactivity, arising from both nuclear and non-nuclear sources, which because it contains little total radioactivity can be safely treated by various means, including disposal with municipal and general commercial and industrial waste at landfill sites.

Formal definition:

(a) **in the case of low volumes (“dustbin loads”) of VLLW** “Radioactive waste which can be safely disposed of to an unspecified destination with municipal, commercial or industrial waste (“dustbin” disposal), each 0.1m³ of waste containing less than 400 kilobecquerels (kBq) of total activity or single items containing less than 40 kBq of total activity. For wastes containing carbon-14 or hydrogen-3 (tritium):

- in each 0.1m³, the activity limit is 4,000 kBq for carbon-14 and hydrogen-3 (tritium) taken together; and
- for any single item, the activity limit is 400 kBq for carbon-14 and hydrogen-3 (tritium) taken together.

Controls on disposal of this material, after removal from the premises where the wastes arose, are not necessary.”

(b) **in the case of high volumes of VLLW** “Radioactive waste with maximum concentrations of four megabecquerels per tonne (MBq/te) of total activity which can be disposed of to specified landfill sites. For waste containing hydrogen-3 (tritium), the concentration limit for tritium is 40MBq/te. Controls on disposal of this material, after removal from the premises where the wastes arose, will be necessary in a manner specified by the environmental regulators”.

Voidspace -- volume within landfill (including landraising) sites that is permitted and/or available to receive waste

Waste Collection Authority – local authority that has a duty to collect household waste, usually district or unitary authorities.

Waste Disposal Authority – local authority responsible for managing the waste collected by the collection authorities, and the provision of household waste recycling centres, usually county or unitary councils.

Waste Planning Authority – local planning authority responsible for planning control of waste management and disposal, usually county or unitary councils.

Waste water – the water and solids from a community that flow to a sewage treatment plant operated by a water company

11. Abbreviations

AMR	Annual Monitoring Report
AD	Anaerobic Digestion
AONB	Area of Outstanding Natural Beauty
CDE	Construction, demolition and excavation waste
C&I	Commercial and industrial waste
DPD	Development Plan Document
EA	Environment Agency
EfW	Energy from Waste facility
EIA	Environmental Impact Assessment
HRA	Habitats Regulations Assessment
HWRC	Household Waste Recycling Centre
ILW	Intermediate Level Waste
IVC	In-vessel composting facility
LDF	Local Development Framework
LLW	Low level waste
LNR	Local Nature Reserve
LTP	Local Transport Plan
MBT	Mechanical and Biological Treatment
MPA	Minerals Planning Authority
MPS	Minerals Policy Statement
MRF	Materials Recycling/Recovery Facility
MSW	Municipal Solid Waste
MWDF	Minerals and Waste Development Framework
NPPF	National Planning Policy Framework
NDA	Nuclear Decommissioning Authority
NHW	Non Hazardous Waste
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SEEAWP	South East Aggregates Working Party
SEWPAG	South East Waste Planning Advisory Group
SSSI	Site of Special Scientific Interest
SPA	Special Protection Area
SPD	Supplementary Planning Document
VLLW	Very low level waste
WCA	Waste Collection Authority
WDA	Waste Disposal Authority
WDI	Waste Data Interrogator
WPA	Waste Planning Authority

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