



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

***Thursday, 9 January 2014 at 10.30 am or at on the rising of
the Transport Advisory Panel whichever is later)
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 17 January 2014 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

A handwritten signature in black ink that reads "Peter G. Clark." with a horizontal line underneath.

Peter G. Clark
County Solicitor

December 2013

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

Note: Date of next meeting: 27 February 2014

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

Items for Decision

1. **Declarations of Interest**

2. **Questions from County Councillors**

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

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

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

3. **Petitions and Public Address**

4. **Proposed Parking Restrictions, Murdock Road, Bicester** (Pages 1 - 8)

Forward Plan Ref: 2013/165

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

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

5. **Proposed Parking Restrictions - Kidlington** (Pages 9 - 22)

Forward Plan Ref: 2013/071

Contact: Jim Daughton, Highways & Transport Manager Tel: (01865) 815083

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

6. Proposed Extension to 30mph Speed Limit, Faringdon Road/Spring Hill, Southmoor (Pages 23 - 26)

Forward Plan Ref: 2013/163

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

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

7. Proposed Traffic Calming, Townsend Road & Station Road, Shrivenham (Pages 27 - 34)

Forward Plan Ref: 2013/161

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

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

8. Proposed Parking Restrictions, Enstone (Pages 35 - 46)

Forward Plan Ref: 2013/162

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

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

9. Pre-Consultation Draft Rights of Way Improvement Plan (Pages 47 - 68)

Forward Plan Ref: 2013/119

Contact: Steve Smith, Highways & Transport Manger Tel: (01865) 810435

The following is a link to the full document www.oxfordshire.gov.uk/rowip

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

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CABINET MEMBER FOR ENVIRONMENT – 9 JANUARY 2014**PROPOSED PARKING RESTRICTIONS
MURDOCK ROAD, BICESTER**

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

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions in parts of Murdock Road in Bicester.

Background

2. The proposals in this report are intended to address concerns about inconsiderate parking on Murdock Road (an industrial estate road in eastern Bicester), which has created access problems to and from businesses and blocked traffic onto Launton Road. These proposals can be seen as complementary to the resurfacing of the carriageway of Murdock Road which was undertaken last year. Sections of newly laid footway and kerbing have already been damaged due to larger vehicles struggling to manoeuvre due to inconsiderate parking.

Consultation

3. Informal consultation took place with local businesses in early 2013 on a range of options for the extent of possible parking restrictions which enabled a scheme to be developed which would prohibit parking at road junctions and private entrances, but retains some on-street parking for those working in or visiting the industrial units. Officers were mindful that more extensive restrictions could lead to the displacement of vehicles into nearby residential areas that do not have any protection from indiscriminate parking. The proposals that were the subject of formal consultation are shown in Annex 1.
4. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed changes to formal consultees in October 2013. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Bicester Library. They are also available for inspection in the Members' Resource Centre.
5. At the same time, the Council wrote to the businesses in Murdock Road asking for their comments. Public notices were also displayed on site and in the Oxford Times.

6. A total of eight responses were received regarding the proposals which are summarised in Annex 2.
7. Thames Valley Police state that whilst they understand the concerns that have led to the proposals being developed they are concerned that the design could lead to displacement of parking. They suggest reducing the extent of the restrictions to avoid this whilst still enabling larger vehicles to manoeuvre through the estate.
8. The Landlord's Agent has been proactive over several years in suggesting waiting restrictions in Murdock Road because of the problems some of his tenants have due to parked vehicles causing obstruction, forcing some of the larger vehicles to mount the footway in order to access or exit from premises with resultant damage to kerbing and footways. The Agent has identified three small sections where he considers additional no waiting restrictions are required for unobstructed access; Annex 3 shows these in addition to the restrictions consulted upon. The Police have indicated they do not object to these additions.
9. The remaining responses are from businesses within the Murdock Road estate. There is full agreement that the section nearest to Launton Road should have restrictions due to the congestion that any vehicles parked here can cause. The proposals for the remainder of the main section of Murdock Road are broadly welcomed, although some respondents want less parking retained and others are concerned that excessive restrictions could damage businesses. The responses from the shorter stub of Murdock Road are generally less supportive and feel that the proposals remove too much parking.

Conclusion

10. In the light of the responses received it is suggested that the proposed restrictions Murdock Road be implemented as advertised with the additional restrictions proposed by the Landlord's Agent.

Financial and Staff Implications (including Revenue)

11. The cost of the advertising, consultation and any subsequent works described in this report will be met from the Localities Fund.

RECOMMENDATIONS

12. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed parking restrictions for Murdock Road, Bicester as advertised and amended as described in this report.**

Mark Kemp

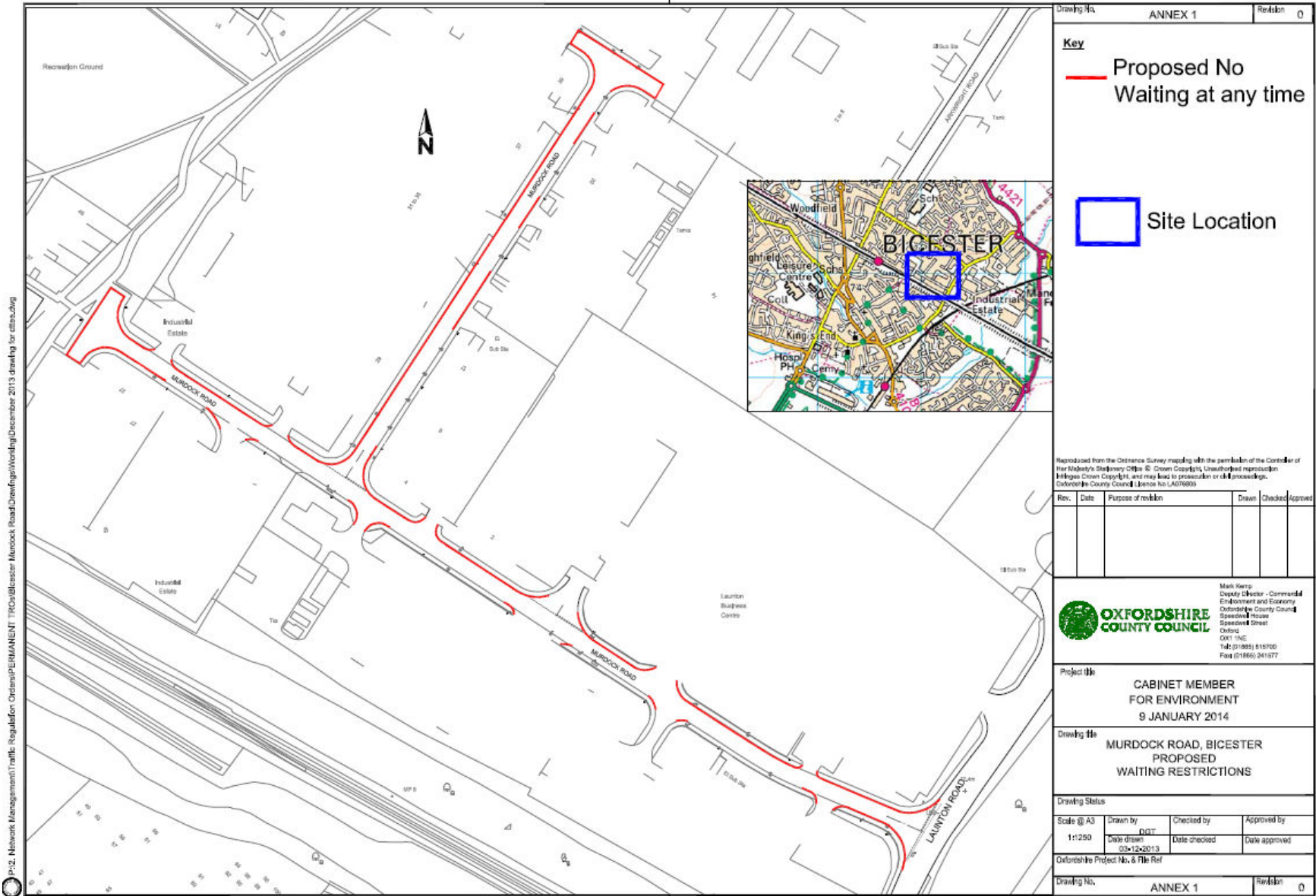
CMDE4

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

December 2013



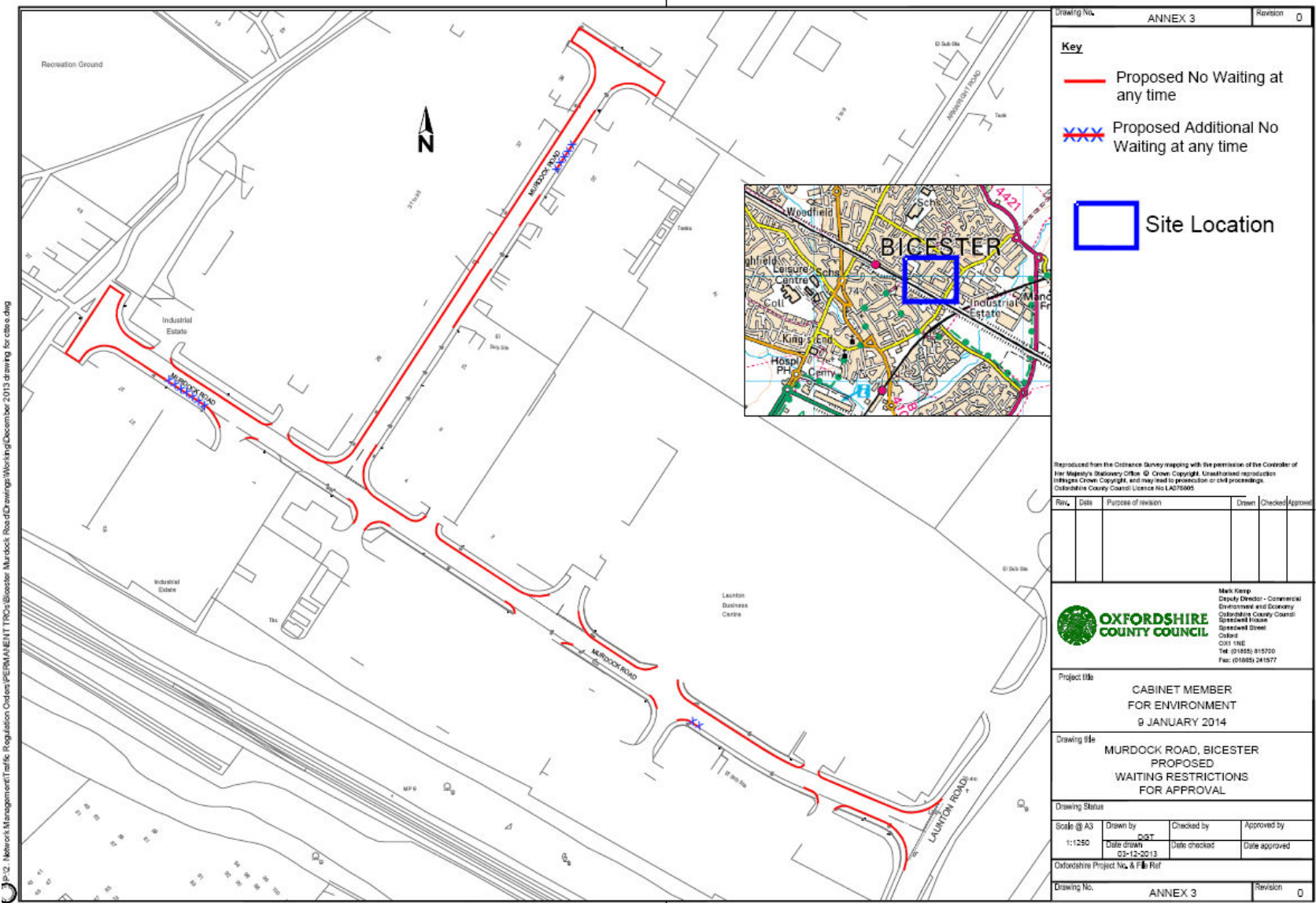
RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	OFFICER RESPONSE
Thames Valley Police	The principle of the restriction is understood BUT the design could result in unwanted displacement where some of the commercial premises appeared to be relatively fully parked up. Consideration to some short sections one side only leaving clear wide turning and visibility spays at access points could reduce that potential? A design with regular gaps for passing vehicles in that respect could reduce an on-going parking problem in roads nearby that are not controlled	The proposal seeks to strike a balance between the desire to keep traffic flowing to allow the industrial estate to operate whilst not forcing significant numbers of vehicles into other less suitable parking areas
B&P Properties Ltd Estate Management	Some additional restrictions are required to assist the larger vehicles used in the estate to enter/exit premises without being restricted. Many tenants have ample off-road parking to accommodate the parking which currently takes place on the road	The additional lengths of restriction shown in Annex 3 address these concerns
West and West Limited A1 Rowood Estate Murdock Road	I would support the proposed restrictions but would like them extended. Most of the parked vehicles belong to drivers working for Heyfordian or people using Bicester North station. I have seen vehicles left as early as 7.00am by rail users, many returning after 5.30pm. It would help reduce traffic congestion if there was a time limit of, for example, 4 hours.	Within the current arrangements for parking enforcement time-limited restrictions such as that suggested is unlikely to be workable
Robert Stanley Opticians Ltd, 40 Murdock Road,	The only bottle neck is occasionally caused by people parking on the road outside the Almond Tree Hotel and I agree that a restriction there is very sensible. However, restricting parking further along Murdock Road, particularly along the section near our business will serve	Noted The proposal seeks to strike a balance between the desire to keep traffic flowing to allow the

	<p>only to damage local businesses. Businesses which I hasten to add have recently rejuvenated this area of the town. Murdock Road had become a dim and fairly desolate area in recent years and thanks to some considerable effort and investment from businesses it is now improving and of course, contributing significant business rates to the council.</p> <p>If you restrict parking you will merely scare off local business and for those that remain you will merely push parking into other congested areas</p>	<p>industrial estate to operate whilst not forcing significant numbers of vehicles into other less suitable parking areas.</p>
<p>Oxford Automotive Limited Unit A1 Rowood Estate, Murdock Road</p>	<p>It is our belief that they do not go far enough. In our opinion the restrictions should cover both sides of Murdock Road for its entire length otherwise there will still be severe safety issues. With parking on one side of Murdock Road the road is still restricted to one lane of traffic at a time and many issues will remain.</p> <p>The biggest issue is that a significant number of children cycle down Murdock Road on their way to and from Cooper School. When they are cycling past the parked vehicles motorists do not give way to them and try to overtake them at inappropriate places. This is very dangerous.</p> <p>The issue of traffic backing onto Launton Road will still continue with traffic parked on one side only as the queue to leave Murdock Road at 5:00pm can tail all the way back to Unipart. It is not restricted to the first section of Murdock Road.</p> <p>There are people parking at the bottom end of Murdock Road all day and presumably walking to Bicester North Station.</p>	<p>The proposal seeks to strike a balance between the desire to keep traffic flowing to allow the industrial estate to operate whilst not forcing significant numbers of vehicles into other less suitable parking areas</p> <p>The proposals will create areas where traffic can safely overtake cyclists</p> <p>This will be eased by the proposed restrictions near the Launton Road junction</p> <p>Noted</p>
MicroGraphix	Happy with the proposals in principal, however concerned	Noted

CMDE4

Design Services Unit A3, Rowood Estate, Murdock Road,	where overspill will end up.	
The Granite House 42 Murdock Road	The proposals for parking restrictions are long overdue and an absolute necessity in our opinion.	Noted
Barnes 4Business Limited 12 Murdock Road	<p>There are a lot of parked vehicles in Murdock Road, but I feel that you are targeting the wrong part of the road. The parking at the top end of Murdock Road does not appear inconsiderate as it is most probably needed by the businesses in the road for staff and visitors.</p> <p>The key problem area for Murdock Road is the road from Launton Road up to where Murdock Road has a junction adjacent to the Heyfordian garage. Where inconsiderate parking exists is along this stretch of road due to one side of the road being full of parked cars leaving this a single lane highway. This makes it impossible for vehicles to go up and down the road without having to weave in and out of parked cars, experience near misses because people take chances due to the long wait for a gap in the traffic, and cars pulling out of junctions from businesses without looking the other way seeing cars having to drive on the wrong side of the road to get past parked cars. This is made more difficult due to the number of lorries and coaches that have to use this part of the road.</p>	<p>Many units have sufficient off-road parking to provide for these needs</p> <p>This will be eased by the proposed restrictions near the Launton Road junction</p>



Divisions: Kidlington South, Kirtlington
and Kidlington North

CABINET MEMBER FOR ENVIRONMENT – 9 JANUARY 2014

PROPOSED PARKING RESTRICTIONS KIDLINGTON

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

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions in Exeter Road, Kidlington, and also the results of initial consultation on proposals for parking restrictions in the eastern Service Road, adjacent to A4260 Oxford Road in Gosford.

Background

2. The proposals for restrictions to prevent parking on Exeter Road near its junction with High Street, Kidlington were originally put forward by County Councillor Billington in 2012 (as the Member for the then Kidlington and Yarnton division) in response to on-going requests from a local resident. Cllr Billington had intended that this would be funded from his Area Stewardship budget allocation but unfortunately that request came too late in the 2012/13 financial year for it to be considered as part of that programme. However, knowing that S106 funds were available for a Traffic Regulation Order (TRO) elsewhere in the division he requested that the Exeter Road scheme be taken forward as part of that project.
3. The proposal to introduce parking restrictions on the eastern Service Road adjacent to A4260 Oxford Road was a requirement of a planning consent for development at the Police HQ building which is situated part-way along this Service Road, where residents have for some time been concerned about issues resulting from commuter parking. The eastern Service Road is in the parish of Gosford & Water Eaton, whereas the western Service Road is in the parish of Kidlington.

Proposals

4. The original proposed restrictions in Exeter Road aimed to prevent all parking close to its junction with the High Street and extended for 55m up to (and partly across) the first houses on either side of the road. This was considered necessary to avoid congestion and maintain safety near the junction. These proposals are illustrated in Annex 1.
5. On the A4260 Oxford Road eastern side service road, there have previously been requests for parking restrictions to deal with indiscriminate parking by

non-residents, either due to an overspill from the Thames Valley Police (TVP) HQ, or those choosing to 'park and ride' by bus from Gosford/Kidlington into Oxford. This had also been raised during the planning approval of an extension to the police HQ and, as part of a s.106 planning agreement, TVP was required to fund some parking restrictions. Working closely with Gosford & Water Eaton Parish Council and a group of local residents, Officers drew up proposals for 'anti-commuter' restrictions in the service road, including a mixture of '1-hour' prohibition of waiting during the morning and some 2-hour limited waiting restrictions near the doctor's surgery and outside the shops near Fairfax Road.

Consultation

6. In October 2013 details of the proposals were sent to properties within the vicinity of the proposed restrictions and also to statutory consultees. Public notices were also displayed on site and in the Oxford Times. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Kidlington Library. They were also available for inspection in the Members' Resource Centre.
7. A total of 22 responses were received regarding the proposals for Exeter Road which are summarised in Annex 2. As well as the comments from Cllr Billington and Kidlington Parish Council against the proposals, all but four of the respondents were against the proposals. There was also a petition, with 52 signatures, attached to one of the objections.
8. Many of the respondents have objected to the advertised proposals on the grounds that they are either unnecessary and/or would displace the parking further into Exeter Road, causing new problems. However, several of the respondents would appear to support a compromise proposal, whereby the current double yellow lines are only extended slightly. Officers have discussed this with both Councillor Billington and Councillor Gearing (the current member for the new Kirtlington and Kidlington North Division). Councillor Billington is concerned about the impact of the proposed scheme, although Councillor Gearing supports the comments made by those respondents in favour of the proposals. As a consequence, officers have agreed to recommend a compromise proposal which is illustrated in **Annex 3** and shortens the length of the proposed restrictions from 55m to 20m.

There have been many responses to the proposals for the A4260 Oxford Road Service Road citing the problems that may result due to displaced parking from the proposals on the eastern side onto the west side of the service road. Both the Kidlington and Gosford & Water Eaton Parish Councils have asked officers to reconsider this aspect of the proposals, and as a consequence it is now recommended to undertake further consultation on a revised set of proposals in due course, with any outstanding objections reported back to a future meeting.

Conclusion

9. In the light of the responses received and the compromise proposals discussed with Councillors Billington and Gearing it is suggested that the advertised restrictions in Exeter Road do not proceed as advertised but instead a shorter restriction of approx. 20m on both sides of the road be implemented. It is also recommended that the proposals for the eastern Service Road of Oxford Road do not proceed and are deferred for further local consultation; particularly to reconsider the impact on the western service road and any additional restrictions that may be required.

Financial and Staff Implications (including Revenue)

10. The costs of advertising and consultation have been met from S106 funds.

RECOMMENDATIONS

11. **The Cabinet Member for the Environment is RECOMMENDED to:**
- (a) **approve the proposed parking restrictions for Exeter Road as advertised and amended as described in this report;**
 - (b) **not proceed with the proposed parking restrictions on the eastern Service Road of Oxford Road but to carry out further consultations**

Mark Kemp
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

December 2013

CMDE5

Respondent	Response	Officer comments
County Councillor Maurice Billington	I am unhappy with the bullying tactics that have occurred between some of the residents regarding these proposals. I am now reconsidering my support for the funding of this project.	Following further discussion with council officers, Councillor Billington has now indicated that he fully supports the compromise proposals and agrees to fund them.
County Councillor Anthony Gearing	I support many of the comments made by those residents who are in favour of the proposals. I feel that this is an appropriate place to have double yellow lines.	Cllr Gearing has also indicated that he fully supports the compromise proposals.
Thames Valley Police	No objection to the proposals.	Noted.
Kidlington Parish Council	The Parish Council understands the request for restrictions at this end of Exeter Road but is mindful of the parking constraints in this area. The Council therefore objects to the proposal as shown on the plan. The Council does however suggest that a minimal restriction beyond the 32 feet (approx. 10m) from the junction standard restriction would be desirable.	The compromised proposals endeavour to keep parking restrictions to a minimum. The existing yellow lines are relatively short (10m) and the compromise proposals extend this slightly (to 20m) whilst still safeguarding traffic using the junction with the High Street.
A resident of Exeter Road	I can see the reason why you wish to put waiting restrictions at the top of Exeter Road, but all it will do is move the problem further down the road to outside the residents' houses. Surely it is better to leave the parking on a stretch of road where there aren't any driveways?	The compromise proposals would lead to fewer vehicles being displaced.
A resident of Exeter Road	Dear Councillor (Billington) I am dismayed that as my council elect you have been supposedly representing the residents of Exeter Road without myself as a resident having any knowledge whatsoever of any actual parking problems or indeed any proposed scheme. The only impact I have heard about or witnessed is distress and upset, let alone anger caused by the manner in which other residents have gone about putting notes on vehicle windows and delivering letters, headed by you Councillor Billington. I feel this is bullying and has caused upset to local people, in one case I even had to console a girl that had parked perfectly legally and	These comments relate to an unauthorised letter drop undertaken by another resident that carried Cllr Billington's name as a signatory without his permission. Cllr Billington has raised concerns about this and, as a consequence, is reconsidering his support for, and funding of, the original proposals. He is, however, supportive of the compromise proposals which would lead to fewer vehicles being displaced. The Council cannot fund individual dropped kerbs for private properties.

Respondent	Response	Officer comments
<p>Page 14</p>	<p>was in floods of tears after an altercation with another resident. One of my own children has also been harassed for daring to park opposite my house, leaving me to believe that you will cause many problems with this ridiculous scheme. I also feel the need to point out that I have needed to park there myself on occasion and visitors to my house also have to. Can you please explain where we are to park now you are proposing to take away any relief parking we have? To say that the yellow lines will not cause a problem to the residents living further down the road is absolutely farcical and short sighted at best. Can I also ask that if this is to go ahead, that a drop down curb (funded by the council) is installed to the length of my house, as others in the road have, to ensure clear access and parking for myself, as at the moment I can not park outside my house without harassment.</p>	
<p>President of Exeter Road</p>	<p>I object to the plan to impose waiting restrictions to the entrance of Exeter Road based on the following facts. A number of Exeter Road residents have recently had additional or extended drop kerbs installed following path works in September which has drastically reduced the amount of street parking. I would suggest that OCC has an obligation to make sufficient available parking within the road for visitors and other users. Exeter Road residents have a choice of two exits and entrances so if a particular route proves difficult or challenging they can use the alternative which is the same in both distance and time. To my knowledge there has never been a serious accident at the location mentioned. My wife and I and children use this junction daily without a problem. The additional parking is a benefit to residents, their visitors and family members when unable to park on the drive or outside the house as we are a busy family with three children who each own a</p>	<p>Roads are provided first and foremost for traffic to pass, rather than parking. The Highway Authority has no duty, or obligation, to maintain any level of on-street parking. However, the compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street. The suggested 2-hour limited waiting would be more difficult to enforce, and with their limited resources, unlikely to be a priority for the police.</p>

CMDE5

Respondent	Response	Officer comments
	<p>car and drive. This is also the case for other residents. As an alternative perhaps the parking along one side could be restricted to 2 hour between 9am - 5pm?</p> <p>Or extend the double yellow lines a further 10 metres from the existing which would ensure a better view when entering or exiting the junction. This would also ensure some parking remained for all to use? If funds allow the car parking spaces could be recessed onto where the grass area is and the pathway altered alongside to provide parking?</p> <p>Installing double yellow lines would only encourage people to park further down the street and perhaps block drives. We consider that the present arrangements meet the need of local residents.</p>	
<p>Two residents at the same address in Exeter Road</p> <p>200815</p>	<p>We wish to object to the proposed length of prohibited parking in Exeter Road. There can be a problem of safety at the top of the road but since the building of 2 new properties has finished, and the bungalow on the corner has had the hedge and fence cut back, there is less obstruction. We feel that one or two car lengths would be sufficient to ease any further problems. At present there is a problem with parking further down the road, which may be increased if this proposal goes ahead. We have had occasion to ask people to move their cars as we have been unable to enter or exit our property, due to parking so close to the drive.</p>	<p>The compromise proposals would lead to fewer vehicles being displaced.</p>
<p>A resident of Exeter Road</p>	<p>I wish to object to the proposed double yellow lines. I have been a resident here for more than 24 years. I am not aware of any collisions or near misses at the High Street junction in all that time. By painting double yellow lines, you will only create parking problems further down the road, as people still have to find somewhere to park. .</p>	<p>Many parking restrictions are requested on safety grounds, and several have been implemented, despite the absence of any recorded injury accidents, as is the case in Exeter Road, and non-injury accidents (or 'shunts') are no longer recorded by the police. The compromise proposals would lead to fewer vehicles being displaced.</p>
<p>A resident of Exeter Road</p>	<p>In the 15 years that I have lived in Exeter Road, there have been occasions when I have needed to park at the top end</p>	<p>The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic</p>

Respondent	Response	Officer comments
	of the road and so feel that if these restrictions are put in place it will cause problems that aren't actually there at the moment and I will have no where to park. At the moment any visitors are able to park there and if it is taken away I do not know where they will park. I also feel if the parking is taken away it will push people to park further down the road causing major problems in the street.	using the junction with the High Street. The compromise proposals would lead to fewer vehicles being displaced.
A resident of Exeter Road	I object to the planned double yellow lines in Exeter Road. I live at the High Street end. I sincerely believe that the proposed restrictions will cause many parking problems. At the present time there are no issues with the extra parking available at the High Street end, but if removed this will take away any relief parking for the residents and their visitors. I often have to park in the location of the proposed lines and I have visitors who also rely on it. There have never been any safety issues (as another resident wrote to me and said there was) and there really is no issue on a day to day basis for the need of any restrictions.	Many parking restrictions are requested on safety grounds, and several have been implemented, despite the absence of any recorded injury accidents, as is the case in Exeter Road, and non-injury accidents (or 'shunts') are no longer recorded by the police. The compromise proposals would lead to fewer vehicles being displaced.
A resident of Exeter Road	I am objecting to this proposal on the grounds that the outlined plans will see a greater amount of congestion further down the road. Currently, those deemed to be parking 'inconsiderately' at the top of the road, are in no way substantially effecting any car owner that lives on Exeter Road and the proposed plans would cause a greater problem than there is currently deemed to be. I am asking you to please reconsider the current proposal on these grounds.	The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.

Respondent	Response	Officer comments
<p>A resident of the High Street</p> <p>Page 17</p>	<p>My husband and I and my neighbour next door who did not have a letter feel it is <u>not</u> a good thing in the interests of all of us to do this. No one who parks there are being inconsiderate. What harm does it do to park their cars in that part of the road, they are not in any one's way, and in front of no one's gate way or opening. I have used that road myself to park in when I had my drive, where would anyone go if we needed to. My husband and I and a neighbour are all against these restrictions going ahead. The houses are further down the road and no one parks down there which they will do if this goes ahead as Exeter Road is not a private road, and they will not like cars right outside their houses. How would they like it if buses stopped outside their houses on and off all day and not being able to get out their drives like the High Street they would have something to moan at then? We see no problem in Exeter Road staying as it is as residents of this area should be able to park in it if they wish so long as they are considerate.</p>	<p>Both of the addresses concerned were included in the list of those to whom consultation letters were posted out. The initial proposals were not aimed at restricting individual vehicles or residents, rather they were intended to keep both sides of the road clear of all parked vehicles for a distance of 55 metres from the High Street, to ease turning into/out of Exeter Road and enable vehicles to pass each other without causing congestion at the junction. The compromise proposals would lead to fewer vehicles being displaced.</p>
<p>A resident of the High Street</p>	<p>Objects to the proposals</p>	<p>Noted</p>

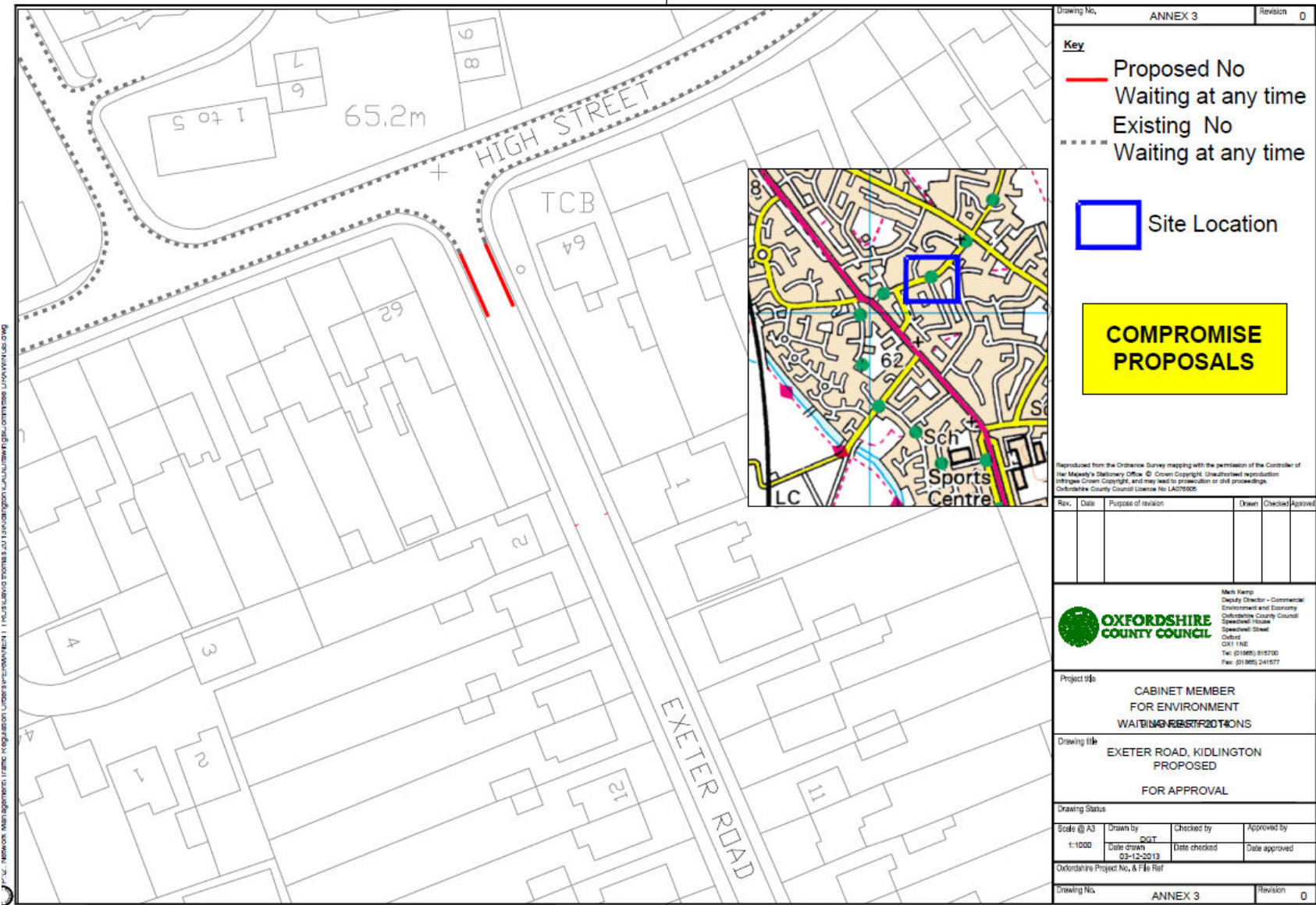
Respondent	Response	Officer comments
A resident of the High Street	<p>I am perplexed to be writing this response to <u>proposed</u> waiting restrictions at the High Street end of Exeter Road, when a letter circulated by another resident, has indicated that an agreement has <u>already</u> been reached by the Highways and Transport authorities to paint double yellow lines. However, despite this I would still like to forward my strong objections along with many other residents in the area (<i>see later attached petition</i>). I have been a resident of the High Street for 24 years and do not have the advantage of on street parking outside my property. This also applies to other residents on the High Street and Home Close where the proposed restrictions are going to impact greatly upon families with more than one vehicle who need a place to park near their homes and also for visiting guests. To address any alleged safety issue, I have never been aware of an accident on this junction in 24 years. The double yellow lines could be extended by 2 or 3 metres to enable exiting the junction easier, but as there is another entrance/exit to Exeter Road, any resident having problems with this junction can exit via Sterling Road instead. If the yellow lines were to be painted, this would have the effect of pushing the vehicles that use those spaces further in to Exeter Road causing more congestion near the residential properties whereas at the moment parking is not directly in front of any residential frontage.</p> <p><i>A petition entitled “against the proposed parking restrictions in Exeter Road” was attached to this response, and included 52 total signatories from 41 addresses in the following roads:- 18 Exeter Road, 26 High Street ,8 The Closes A number of these signatories have also written in to object.</i></p>	<p>The circulated letter mentioned was not authorised by council officers; it has never been suggested that the proposals have already been approved.</p> <p>Many parking restrictions are requested on safety grounds, and several have been implemented, despite the absence of any recorded injury accidents, as is the case in Exeter Road, and non-injury accidents (or ‘shunts’) are no longer recorded by the police. The compromise proposals would lead to fewer vehicles being displaced.</p>

Respondent	Response	Officer comments
<p>A resident of the High Street and their son and daughter</p>	<p>I live in the High Street and Exeter road is the only nearby off road parking I have. When my children visit they need to be able to park and this is the only place we have nearby. I am terminally ill and also wheelchair bound and need to be able to park close by the house so I can get my chair to the house. McMillan nurses and other healthcare professionals visit on a daily basis. If they have to park in Tesco's car park this isn't very suitable for nurses and also if I can't get out on the drive of the house I need somewhere close as I am wheelchair bound. Also if my nurses have to park a lot further away this will be detrimental to my treatment as they won't have so long to spend giving me treatment as they will have further to walk. This part of Exeter Road isn't hurting anyone by parking there and people will park outside the houses and cause even more problems.</p>	<p>The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.</p>
<p>A resident of the High Street</p>	<p>I would like to object to the proposed parking restriction. I have had building work on my house for the last eight weeks and as I'm in my eighties and need care from my family the extra bit of parking in Exeter Road has been a godsend. Surely the parking should be kept there for every ones needs.</p>	<p>The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.</p>
<p>A resident of the High Street</p>	<p>As a resident in this area for over twenty years I strongly believe that enforcing restrictions will cause problems for the neighbourhood, as not only will it impact on parking spaces, which for houses without off road parking is a huge asset. I feel that this will force traffic further into Exeter Road, which will not only cause more congestion, but in turn will make the roads less safe in this family friendly area.</p>	<p>The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.</p>
<p>A resident of the High Street</p>	<p>I object to the purposed parking restrictions on Exeter Road, because as a resident, for the past 24 years of High Street, we have no on street parking. While this generally</p>	<p>The compromise proposals would lead to fewer vehicles being displaced. The cost of advertising the proposed restrictions was minimised by combining it with another</p>

CMDE5

Respondent	Response	Officer comments
	<p>is not a problem, as we have car spaces in our drive, when family or friends visit it allows for them to park around the corner from our property. As the only available parking are the few spaces on Exeter Road, if lost they will force us further into Exeter Road, causing more congestion for residents who live there.</p> <p>I cannot see any problems with the present parking to justify the highways spending tax payers money on this pointless scheme. I feel the monies saved could be put to better use in higher risk areas.</p>	Traffic Order proposal in Kidlington.
A resident of the High Street	I object to the proposed no parking in Exeter Road. What's the harm of a bit of extra parking for the residents? No body abuses it. There is no argument for obstruction as it is protected by double yellow lines at the junction	The existing yellow lines are relatively short (10m) and the compromised proposals extend this slightly (to 20m) to safeguard traffic using the junction with the High Street.
A resident of the High Street	<p>I strongly object to the proposed parking restriction in Exeter road. Do people not realise what an asset this is to us, the residents of the area. This acts as overflow parking spaces for when visitors or tradesmen come. Every bit of car parking space should be saved In this continuing growing area and surely people will be pushed to park down Exeter Road even further, outside residents houses. Why would anyone think of doing away with a bit of extra resident parking especially in a side road away from the main High Street?</p>	The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.
A resident of Exeter Road	Completely supports the proposals.	Noted.

Respondent	Response	Officer comments
A resident of Exeter Road	<p>I am not opposed to the double yellow lines - there are always large vans parked for long periods near the junction with High Street which do cause a danger when turning into Exeter Road. However I do have a concern regarding parking outside my mother's house as she is 94, severely disabled, unable to walk or stand. She has domiciliary care workers coming to the house for up to an hour at a time - four times a day: morning, lunchtime, teatime, and bedtime. Two carers come for each visit in separate cars and both of them will need to park their cars near to the house. My concern is that they may be unable to do so if the other vehicles, which at present park at the end of the road for long periods of time, start to park outside my mother's house instead. Although there is a driveway this is frequently occupied by two or three cars when myself, my son or daughter visit, as we share the greater part of my mother's care between us. Is there any kind of permit that could be issued for the carers to use if they are forced to leave their cars on the double yellow lines? I hope you will be able to offer some solution to this problem. Without any sort of official help we will not be able to prevent any long term parking outside the house which will cause difficulties for everyone concerned.</p>	<p>Noted that this resident does not oppose the proposed restrictions. However, regardless of whether the proposals are approved, there are a number of options available to assist with the individual parking needs at this address, and officers will contact the resident concerned directly to discuss these in more detail.</p>
A resident of The High Street	<p>I fully support the proposed restrictions. .For many years we had to put up with antisocial parking, the sound of car doors slamming and the noise of vehicle engines revving. The majority of the people parking here do not even live here and those who do choose to use it as a car park for their commercial vehicles rather than park them on their own drives.</p>	<p>The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street. The remaining parking spaces are available for any vehicles to park and the restrictions would not control noise caused by vehicles parking away from the restrictions.</p>



Division(s): Kingston and Cumnor

CABINET MEMBER FOR ENVIRONMENT – 9 JANUARY 2014**PROPOSED EXTENSION TO 30MPH SPEED LIMIT, FARINGDON ROAD / SPRING HILL, SOUTHMOOR**

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

Introduction

1. This report presents the objections and other comments received in the course of the formal consultation on a proposed extension of the 30mph limit on Faringdon Road / Spring Hill to replace the full length of the 40mph limit currently in place, as shown on the plan at Annex 1.

Background

2. Consultation on a more limited extension of the 30mph speed limit on Faringdon Road (as also shown at Annex 1) – to be funded by the developers of land adjacent to the road – was carried out between 25 July and 23 August 2013. An objection was received from Kingston Bagpuize with Southmoor Parish Council, which expressed a wish to see the entire length of the current 40mph limit replaced by a 30mph limit.
3. Following a meeting with the parish council to discuss their objection, it was agreed to carry out a consultation on the revised proposal, with the parish council funding the additional costs of both of the new consultation, and any additional cost of implementing the revised speed limit change – if approved – as compared to the original proposal.

Consultation

4. A formal consultation on the revised proposals was carried out between 4 October and 1 November 2013. A summary of the responses received is given at Annex 2.

Objection and other representations

5. Thames Valley Police object to the proposal on the grounds that there is no recent accident history and that the current 40mph limit is appropriate taking account of the character of the road (with relatively limited roadside development) and the lack of other speed restriction features, and also that there would be a risk that respect for the current 30mph limit would be lessened. They have previously indicated acceptance of the original proposed extension.

6. Kingston Bagpuize with Southmoor Parish Council strongly support the revised proposal. Other responses from residents and other parties are summarised at Annex 2 – these are largely supportive, although one respondent requested that consideration is given to the 30mph limit only being extended to cover part of the length currently proposed.

Conclusion

7. Roadside development is not continuous along the whole length of the proposed extended speed limit, and there could therefore be an argument that the section of road west of the Pump House should remain 40mph (the Police have indicated that they might not object to an extension to this point). However there are many precedents of 30mph limits being applied to roads of a similar character on other villages in the county, and experience of these has been that they result in a reduced risk of accidents and lower speeds, and have not lessened respect for other 30mph limits. Furthermore, should the speed limit change in the vicinity of the Pump House' it would leave only 350m of 40mph, which is below the distance normally considered appropriate for 'buffer' restrictions.

How the Project supports LTP3 Objectives

8. The proposals would facilitate the safe movement of traffic in the context of the major new residential development of adjacent land.

Financial and Staff Implications (including Revenue)

9. The cost of implementing the proposal if approved would be met by the developers of nearby land, supplemented if necessary by a contribution from Kingston Bagpuize with Southmoor Parish Council

RECOMMENDATION

10. **The Cabinet Member for Environment is RECOMMENDED to approve the extension to the 30mph speed limit as advertised.**

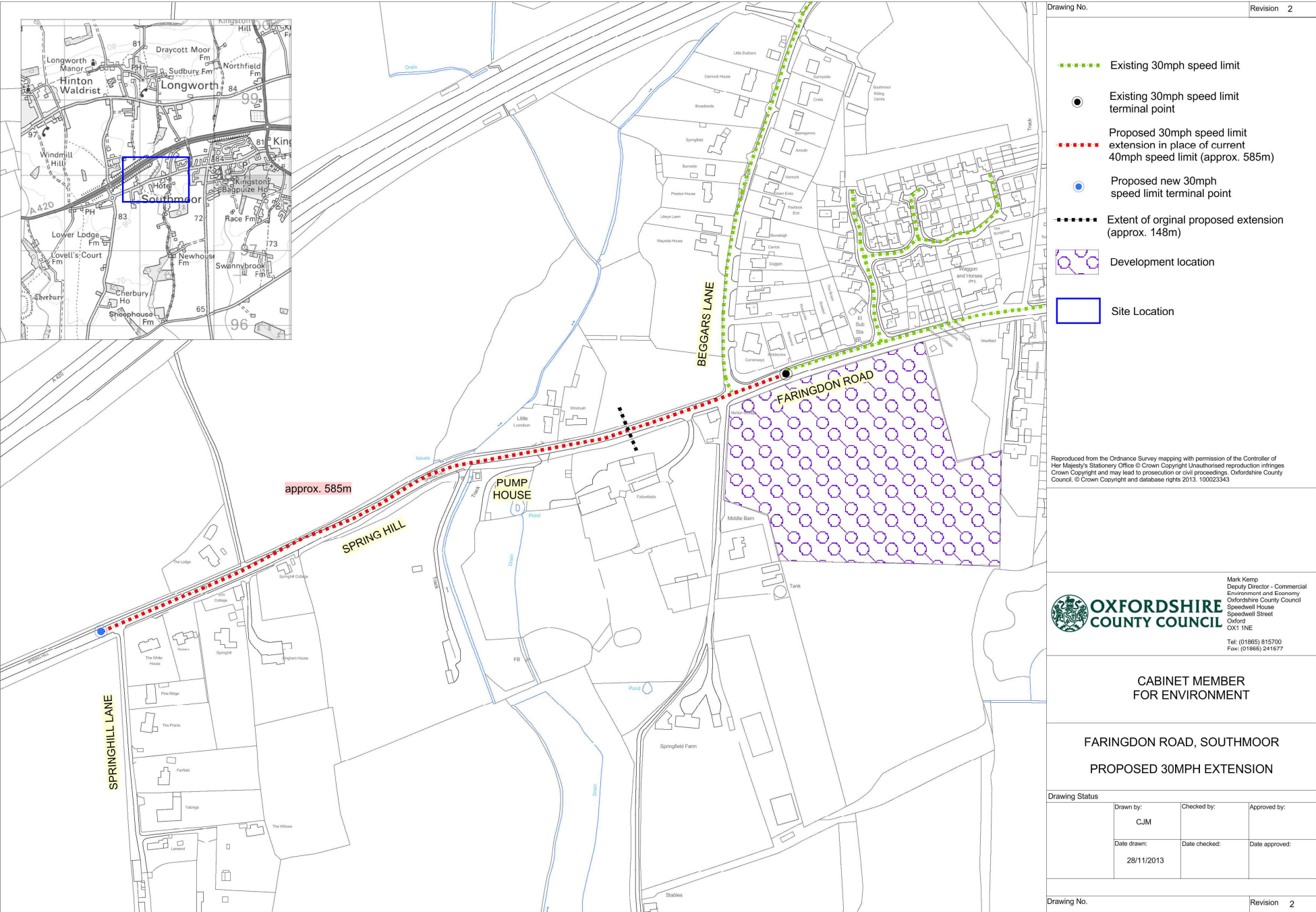
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Annex 1: Plan
 Annex 2: Summary of consultation responses and officer comments

Contact Officer: Jim Daughton 01865 815803
December 2013

Annex 1 - Plan showing proposals



Annex 2 – Summary of consultation responses

Respondent	Response	Officer comments
Thames Valley Police	<p>Object to the proposal on grounds that:</p> <ol style="list-style-type: none"> 1. There is no previous collision history in the previous 3 years. 2. Road environment/character has not changed. 3. No current speed data has been included. 4. This extension will weaken existing 30 limit 5. Existing 40 limit is appropriate to the current environment. 	Experience of 30mph limits in broadly similar settings has been positive in terms of reduced accident frequency, and similarly compliance in these limits has not been a significant issue.
Kingston Bagpuize with Southmoor Parish Council	Strongly support proposal	
Fallowfields Hotel and Restaurant	Support proposal on grounds of improved safety for customers, possible further development, dangers to pets and nuisance and dangers posed by speeding motorcycles	
Riding for the Disabled	Support proposals on grounds of improved safety for equestrians	
Resident	Support proposal on grounds of improved safety; suggests that a vehicle activated sign would be helpful to improve compliance at the entry to the limit	Noted ; no funding is available for a vehicle activated sign
Resident	Support proposal on grounds of improved safety; suggests that a vehicle activated sign and physical traffic calming measures would be helpful to improve compliance at the entry to the limit	Noted ; no funding is available for a vehicle activated sign or traffic calming measures
Resident	Suggests extension of 30mph limit should only be as far as The Pump House (approximately 260 metres west of the existing 30mph limit) on grounds that the current proposal extends too far west of the main built up area, and would be unenforceable	Noted –there is a cluster of houses close to the proposed new terminal of the 30mph limit which would not then benefit from the proposed change.

Division(s): Shrivenham

CABINET MEMBER FOR ENVIRONMENT – 9 JANUARY 2014

PROPOSED TRAFFIC CALMING, TOWNSEND ROAD & STATION ROAD, SHRIVENHAM

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

Introduction

1. The purpose of this report is to consider the objections and comments received following the consultation and formal advertisement of a 'flat top' road hump on Townsend Road, Shrivenham and a speed cushion on Station Road, Shrivenham. The exact location of each feature is shown on the plan included at Annex 1.

Background

2. Linden Homes have built 31 houses on land at the north end (west side) of Station Road, Shrivenham, see plan. At the planning stage a speed survey determined that, in order to comply with the proposed visibility splay at the new access, the speed of vehicles along Station Road needed to be reduced. Consequently provision of a traffic calming scheme to the surrounding road network was conditioned as part of the planning consent.
3. A Section 278 traffic calming scheme was subsequently prepared by Linden Homes in consultation with County Council officers. This scheme included the re-alignment of the Townsend Road / Station Road junction, a 'flat top' road hump and three pairs of speed cushions on Townsend Road, five pairs of speed cushions on Station Road (including in the western spur) and enhancements to footways and links to bus stops.

Consultation

4. Informal consultation on the developers' traffic calming scheme was carried out in February and March 2013. Notices were erected on site and posted to affected frontagers. Copies of the notice and plan were emailed to all statutory consultees.
5. 27 responses were received from local residents, the Parish Council, Thames Valley Police, Stagecoach (the bus operator), and the County Council's Public Transport team.
6. Analysis of the consultation responses indicated a consensus that there were too many speed cushions and that particularly in the case of Station Road the

residents in general were not in favour. The Parish Council's response was to 'scrap the scheme'.

7. In the light of this response a reduced scheme has been prepared by Linden Homes in consultation with Officers where the vertical traffic calming features have been reduced to one 'flat top' road hump on Townsend Road and one speed cushion (alongside a build-out) on Station Road.
8. Formal consultation under the Highways (Road Hump) Regulations 1999 on this road hump and speed cushion was carried out between 20 November 2013 and 11 December 2013. The proposals were advertised formally in the local press. Notices were erected on site and posted to affected frontagers, and plans deposited in the Parish Office. Copies of the notice and plans were emailed to all statutory consultees
9. Responses to this formal consultation have been received from four local residents together with Thames Valley Police and Stagecoach all containing objections and comments. A summary of these together with Officer's response has been tabulated and included at Annex 2 and copies are available for inspection in the Members Resource Centre.
10. A further seven responses from local residents and the Parish Council have also been received. However, these comment on the wider highway works which do not form part of this formal consultation and will therefore be dealt with by officers.

Objections and concerns

11. Concerns have been raised over the choice of a speed cushion on Station Road due to its potential to damage vehicles and of being a health hazard. In response, the profile of the cushion should not result in vehicle damage and should not cause any undue discomfort to vehicle occupants provided that drivers negotiate the feature at an appropriate speed.
12. Concern has been raised over the effectiveness of the 'flat top' hump on Townsend Road. This road is a premium bus route; therefore the design of the feature is a compromise between speed reduction and passenger comfort.
13. Sufficient reduction in traffic speed has also been questioned in light of the position and low number of traffic calming features included in the reduced scheme. However, officers consider that a combination of a 'flat top' road hump on Townsend Road, re-alignment of the Townsend Road / Station Road junction, and a build-out with adjacent speed cushion and 40 mph 'buffer' speed limit on Station Road, should slow traffic on the road network that surrounds the Linden Homes site, to a level commensurate with the planning consent.

How the Project supports LTP3 Objectives

14. Implementation of the traffic calming scheme will improve public transport and walking facilities and promote road safety.

Financial Implications

15. The cost of design and implementation of the traffic calming scheme is borne by the developer Linden Homes.

RECOMMENDATION

16. **The Cabinet Member for the Environment is RECOMMENDED to approve the traffic calming scheme as advertised.**

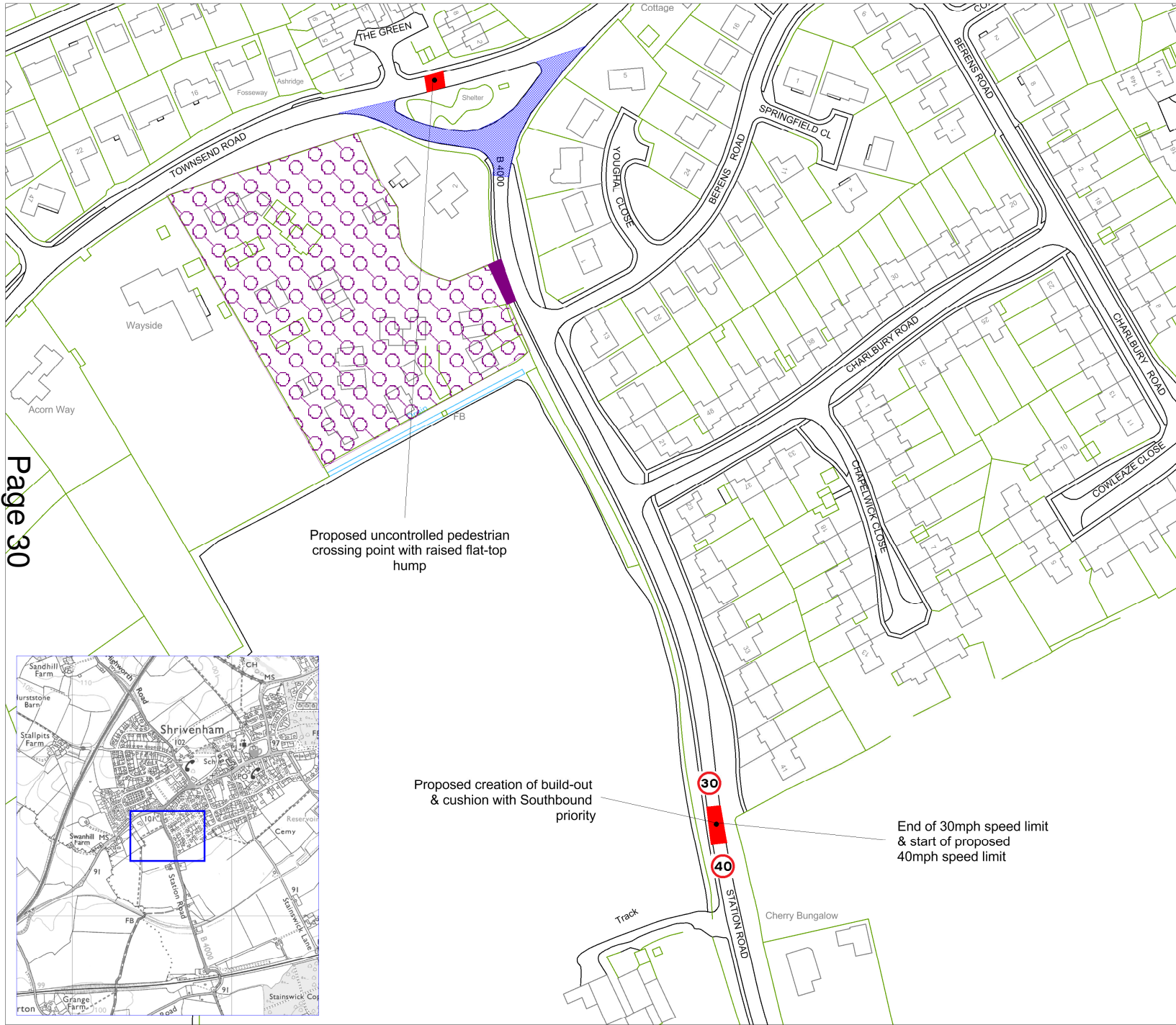
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers:	Annex 1:	Plan
	Annex 2:	Summary of objections and comments


Contact Officer:	Jim Daughton 01865 815803
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December 2013




Drawing No.


Revision 2




Site of Linden Homes development




Site of junction access to Linden Homes development



Site of proposed traffic calming feature




Site of proposed junction re-alignment improvements



Site Location

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CABINET MEMBER
FOR ENVIRONMENT
JANUARY 2014

TOWNSEND RD STATION RD, SHRIVENHAM
PROPOSED TRAFFIC CALMING

Drawing Status

Drawn by:	Checked by:	Approved by:
CJM	LT	DT
Date drawn:	Date checked:	Date approved:
19/12/2013	19/12/2013	19/12/2013

Drawing No.

Revision 2

Page 30

RESPONSES TO CONSULTATION

RESPONDENT	OBJECTION/COMMENT	OFFICER RESPONSE
Thames Valley Police	Make no objection.	Thank you.
Stagecoach in Swindon	Have no problem from their point of view.	Thank you.
Shrivenham Resident	<p>The 'flat top' road hump on Townsend Road will not encourage 4x4 and commercial vehicles to slow down, since their suspension will take the hump without noticing.</p> <p>The speed cushion on Station Road is too far south of the junction, encouraging 4x4, commercial and heavy farm vehicles to accelerate heavily to the main junction.</p>	<p>Townsend Road is a premium bus route. This traffic feature is a compromise between lessening discomfort for bus occupants whilst still providing some degree of calming where pedestrians are directed to cross the road.</p> <p>Initial consultation response indicated that in general Station Road residents were not in favour of a series of speed cushions along the road.</p> <p>Introduction of a new 40 MPH buffer speed limit south of the existing 30 MPH built up area, the requirement to negotiate the speed cushion, and the potential of having to give way to oncoming traffic at the build-out should slow northbound vehicles.</p>
Shrivenham Resident	Strongly disagrees with construction of a build-out and speed cushion on Station Road. Accepts the need for a traffic calming measure and suggests that a 'flat top' road hump similar to that proposed for Townsend Road would be sufficient.	There is a proven speeding issue on Station Road within the 30 MPH built up area. Construction of a build-out and speed cushion where vehicles will have to negotiate both horizontal & vertical features (and in the case of northbound vehicles potentially have to stop) is likely to be more effective than a 'flat top' road hump.

	Speed cushions are notorious for damaging car suspensions & tracking even when negotiating them with due diligence. Precedence is already set in at least two areas of Swindon where they have been removed.	Following initial consultation the number of speed cushions has been reduced to one. The chosen narrower / lower profile of this speed cushion (75mm high, 1.7m wide) should not cause damage to vehicles provided that drivers negotiate the feature at an appropriate speed.
Cleycourt Road, Shrivenham Resident	<p>Speaking from experience having visited the Swindon area since the early 1980s speed cushions are dangerous to health and extremely painful.</p> <p>Needed surgery on a spinal complaint that was not caused by speed cushions but certainly not helped by them. At times the jarring of my back was very uncomfortable & on numerous occasions extremely painful.</p>	Following initial consultation the number of speed cushions has been reduced to one. The chosen narrower / lower profile of this speed cushion (75mm high, 1.7m wide) should lessen discomfort to vehicle occupants provided that the driver negotiates the feature at an appropriate speed.
Youghal Close, Shrivenham Resident	<p>Questions whether the one build-out & speed cushion on Station Road is sufficient to ensure reduced traffic speeds on approach to the new development's access.</p> <p>Submits that the County Council should consider re-instating the speed cushion on Station Road, just before Berens Road as indicated on the February plan as this would discourage traffic from accelerating along this stretch.</p> <p>Thinks there might be a case for re-</p>	<p>Initial consultation response indicated that in general Station Road residents were not in favour of a series of speed cushions along the road.</p> <p>Introduction of a new 40 MPH buffer speed limit south of the existing 30 MPH built up area, the requirement to negotiate the speed cushion, and the potential of having to give way to oncoming traffic at the build-out should slow northbound traffic.</p> <p>Re-alignment of the Townsend Road / Station Road junction should slow southbound traffic.</p> <p>Initial consultation indicated a consensus that the number of</p>

	<p>instating the speed cushion on the approach to Station Road from the village as indicated on the February plan as this would slow traffic in addition to the junction re-alignment.</p>	<p>speed cushions was ‘overkill’.</p> <p>The junction re-alignment should be effective in slowing westbound vehicles on Townsend Road that enter Station Road.</p>
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CABINET MEMBER FOR ENVIRONMENT – 9 JANUARY 2014

PROPOSED PARKING RESTRICTIONS ENSTONE

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

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions along a short stretch of road adjacent to A44 Oxford Road in Enstone.

Background

2. The proposals in this report were requested by Cllr Hibbert-Biles to address concerns that uncontrolled parking on the service road off Oxford Road was damaging trade to local businesses, particularly the village Post Office and shop, and the dangers caused by vehicles parking too close to the junction with A44. To deal with these issues a 30-minute limit on parking was proposed along with some double yellow lines to keep the junction clear. These proposals are shown at Annex 1.

Consultation

3. In October 2013 details of the proposals were sent to properties within the vicinity of the proposed restrictions and also to formal consultees. Public notices were also displayed on site and in the Oxford Times. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Chipping Norton Library. They are also available for inspection in the Members' Resource Centre
4. A total of 43 responses were received regarding the proposals which are summarised at Annex 2.
5. Around 47% of respondents object to the proposals, another 47% support the proposals and the remainder have mixed views. The key points raised by respondents are:-
 - (a) The half hour waiting limit is clearly not long enough for the beauty salon
 - (b) The proposal favours Adams Stores (the Post Office) at the expense of others
 - (c) There are 5 adjacent residences with no immediate alternative parking – residents permits should be issued
 - (d) The road is currently congested & unsafe

- (e) There isn't really a problem so leave 'as is'

Several respondents also put forward alternative suggestions.

6. The scale of the responses and the issues raised have been discussed with Cllr Hibbert-Biles who has suggested that the 30-minute restriction be changed to a maximum stay of 2-hours; it is understood that both businesses are content with such a limit. With regard to the needs of residents who have no off-street parking, the proposed restriction only applies to one side of the service road and it is considered that adequate space will remain for these residents' needs; the facility of residents' permits is not currently available in West Oxfordshire.
7. Several respondents, including the Parish Council have suggested that the service road be made 'one-way' to improve safety. Such a change would require a separate consultation and, if approved, additional signing. County Council funding for such a project is currently not available.

Conclusion

8. In the light of the responses received and the subsequent proposed changes put forward by Cllr Hibbert-Biles it is suggested that the advertised restrictions do not proceed but instead a limit on parking of 2-hours be implemented.

Financial and Staff Implications (including Revenue)

9. The cost of the advertising and consultation have been met from S106 funds but the works described in this report will be met from Cllr Hibbert-Biles Area Stewardship Fund.

RECOMMENDATIONS

10. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed parking restrictions for Enstone as advertised and amended as described in this report.**

Mark Kemp
Deputy Director for Environment & Economy (Highways & Transport)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

December 2013



Page 37

Drawing No.

Revision 2

Existing double yellow lines

Proposed limited parking bay (approx. 25m)

Proposed double yellow lines

Site Location

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CABINET MEMBER
FOR ENVIRONMENT
JANUARY 2014

ENSTONE
PROPOSED LIMITED WAITING BAY

Drawing Status

Drawing by:

CJM

Date drawn:

16/12/2013

Checked by:

Date checked:

Approved by:

Date approved:

Drawing No.

Revision 2

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	OFFICER RESPONSE
Thames Valley Police	no complaints have been generated from increased parking due to the success of the retail business to my knowledge no objection to the proposal but suggests an additional short section of 30 minute waiting directly in front of the shop together with no waiting at any time in front of the double gated area only	Noted. In view of the responses received, no additional restrictions are proposed.
Enstone Parish Council	Enstone Parish Council held its meeting last night at which over twenty residents attended to discuss the consultation. 5 Parish Councillors voted in favour of the proposals & 4 voted against as there are five residents who have no parking available at their home and it would cause great disruption to these residents and many other people and cause disruption to village life. All 9 Councillors voted against the proposal of double yellow lines as this would further limit parking space availability. The Parish Council voted unanimously that there should be a one way system to gain access to and from the shop. Hilary Hibbert-Biles was present at the meeting.	Noted. Residents will still be able to park without restriction on the Eastern side. The short lengths of double yellow lines are to improve safety at the junction. A one way restriction would require further consultation.
Steve & Mandy Kempson Adams Stores Oxford Road Enstone	Express their full backing. They took over the running of Adams Stores nearly three years ago and have introduced a number of different areas. Customers drive away when there is nowhere to park. They have a number of elderly customers and they host the oil syndicate where oil forms are collected. There are problems with obstructive and commuter parking and potential problems for access of emergency service vehicles. Residents will still have all day access to the opposite section of the road as well as the lay-by off the main Oxford Road.	Noted.
Natalie's Beauty Salon The Green Oxford Road Enstone	My Treatments can last between two to three hours. But would have no objection to a Residents Permit Scheme combined with a three hour parking restriction. Also suggests that the Village Green be made smaller and that the Service Road be made one-way to traffic.	The proposal is being amended to a 2 hour waiting restriction. The facility of residents' permits is not currently available in West Oxfordshire. A one way restriction would require

CMDE8

		further consultation.
Resident of The Mount Enstone	Properties 1-4 The Mount and the cottages along the footpath connecting to the Service Road park here, at all times, and the Proposal should only be implemented if an appropriate parking area is found for these properties.	Residents will still be able to park without restriction on the Eastern side.
Resident of The Mount Enstone	Objects. Not everyone has been consulted correctly and that the Village Newsletter reported the matter as being already decided. It puts the needs of one shop above the needs of residents around The Green. Will not improve safety aspects. Suggests one-way traffic on The Green entering from the Chipping Norton end and Residents Parking Permits for the 8 households who have no off-road parking – Would then not object to a one hour waiting restriction without the need to extend the double yellow lines on The Green.	The matter will be determined by Cabinet Member. Residents will still be able to park without restriction on the Eastern side. A one way restriction would require further consultation. The facility of residents' permits is not currently available in West Oxfordshire. The proposal is being amended to a 2 hour waiting restriction. The short lengths of double yellow lines are to improve safety at the junction.
Resident of The Mount Enstone	Objects. What traffic surveys and analyses have been carried out and used to inform these proposals. Not everyone has been consulted correctly and that the Village Newsletter reported the matter as being already decided. Puts the needs of one shop above the needs of residents around The Green. Will not improve safety aspects. Suggests one-way traffic on The Green entering from the Chipping Norton end and Residents Parking Permits for the 8 households who have no off-road parking – Would then not object to a one hour waiting restriction without the need to extend the double yellow lines on The Green.	As above.
Resident of The Mount Enstone	Objects as the proposal is wholly unnecessary as the parking problem is rush hour only and Saturday mornings. This is the second attempt at proposing the same discredited scheme. This is the second attempt at proposing the same discredited scheme previously vetoed by Councillor Ian Hudspeth. The Green provides the only parking and access to ours and several houses and rural housing without somewhere to park is unsellable. It is the shops responsibility to	Residents will still be able to park without restriction on the Eastern side.

CMDE8

	provide new parking and at the back of Adams Stores is an abandoned farmyard with potential spaces for many tens of cars which as it should be would be a private sector arrangement for additional parking.	
Resident of Chapel Lane Enstone	They are a pensioner and they and their visitors have nowhere else to park. There should be a public meeting regarding this.	Residents will still be able to park without restriction on the Eastern side.
Resident of Chapel Lane Enstone	Objects. Village Newsletter reported the matter as being decided. The Councillor has no idea of the situation and has only responded to the Shopkeepers complaint. They and their visitors park there. The Beauty Salons Treatments take longer than 30 minutes. The Shopkeeper has created the problem, not the existing Residents, and a balanced view needs to be taken.	The matter will be determined by Cabinet Member. Residents will still be able to park without restriction on the Eastern side. The proposal is being amended to a 2 hour waiting restriction.
Resident of Chapel Lane Enstone	Objects. Does not strike a fair balance between competing needs they and their visitors have no adjacent or immediate parking Natalie's Treatments can last at least 2 hours, 4 restricted spaces is wholly inadequate for the needs of the community enforcement costs of such a proposal are wholly out of proportion properties that abut...the village green will be devalued a public meeting...is not the correct forum but would like a site meeting. Suggests alternatives if there is no option but to change: should be turned into a one way street; should be...permit holder parking...with 2 hour timed restriction; parking immediately outside the front of the shop...should be subject to the 30 minute penalty zone; 3 or 4 metres should be scalloped from the green and nose in parking spaces provided; or simply restrict parking on the shop side and leave the green side untouched.	Residents will still be able to park without restriction on the Eastern side. The proposal is being amended to a 2 hour waiting restriction. A one way restriction would require further consultation. The facility of residents' permits is not currently available in West Oxfordshire. The proposal is being amended to a 2 hour waiting restriction.
Resident of Chapel Lane Enstone	The Enstone Parish Council Meeting was polite and reasonable and achieved something of a consensus (if anything needs to be done at all, residents and visitors permits are required) until Cllr Biles turned up (35 mins late). Everyone wants to save the shop, but this proposal is manifestly unfair to residents. The Councillor had nothing to say to say about how the proposal could kill the business next door to the shop (Natalie's). Furthermore, she told residents with no off street parking to simply park down the track which nothing wider than a wheelbarrow could pass. The Parish Council have only said they are worried	Residents will still be able to park without restriction on the Eastern side. The facility of residents' permits is not currently available in West Oxfordshire. The proposal is being amended to a 2 hour waiting restriction.

CMDE8

	about people using the Service Road as a park and ride. How is it that such a proposal can have progressed to this stage, seemingly on a whim of one shopkeeper and a shockingly ignorant Councillor?	The matter will be determined by Cabinet Member.
Resident of The Green Enstone	I would like to welcome the proposed plans to apply the parking restriction to the west side as I believe this to be an amicable compromise for all persons.	Noted.
Resident of The Green Enstone	Supports the Proposal because: Adams Stores is an important local resource; They have lived there since 1963 and the parking facility for Adams stores should be maintained; Local Residents will still be able to use the 30 minute spaces overnight and During the working day there are ample spaces in a free car park situated just behind the local Primary School.	Noted.
Resident of The Drive Enstone	In support...but not sure that it goes far enough and suggests that restrictions be introduced to both sides of the road and that a 45 or 60 minute period might be kinder to those who avail themselves of Adams Stores luncheon service and to Beauty Salon customers.	Noted. In view of the responses received, no additional restrictions are proposed. The proposal is being amended to a 2 hour waiting restriction.
Resident of Cleveley Road Enstone	In support not only for those of us who wish to use the shop and for whatever reason take a vehicle but more importantly to enable the shopkeeper to make a living and not close down. For far too long the area outside the shop has been used by people living near or taking the bus into Oxford. On a number of occasions having walked to the shop, I have found only one person in there but not one single parking place available.	Noted.
Resident of The Paddocks Enstone	The needs and concerns of the whole community should be considered. Suggests that instead of enforcing time limits that the west side be for residential parking for the five houses in need of a parking space and the east side be for customer parking. Others should use the public car park occupying the playing field which is an extremely short walk from the Village Green. The parking is a problem, has long been a problem and will continue to be a problem if not resolved.	Residents will still be able to park without restriction on the Eastern side. Noted.
Resident of Enstone	In support of the proposed changes In order to sustain its now very high level of service to local residents the shop (Steve and Mandy) clearly needs more	Noted.

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	customers but on occasions it is impossible to park anywhere close and the modest reduction in long stay parking is well worth the benefit of keeping our shop open.	
Resident of Enstone	Supports the Proposal. Steve and Mandy have built the business up and Any customer lost is totally damaging to them. I find it inexplicable that those who are unlucky enough to have bought houses locally with no parking feel it their right to own a parking space by the shop for their convenience. I also think it is most sensible to not allow people to simply park up in order to go walking or use the bus. Also Natalie seems to run a thriving business and we need to protect our local businesses!	Noted.
Resident of Enstone	Strongly oppose the proposal. It is unfair to the local residents who have no alternative parking and implementing these parking restrictions will cause serious safety issues for them. Parking restrictions should not put one business (Natalie's Beauty Salon) at a disadvantage in order to favour another. The proposal is unnecessary and disruptive as there is only occasionally, at peak times, an issue with parking. They were disappointed and dismayed by the attitude of Councillor Hilary Biles at a local meeting had explained that she had put together these proposals solely on the basis of the local shop owner telling her that he was losing business because there was not enough parking outside his shop and that she did not consider the other local business or the residents because she didn't have to. This proposal should be rejected and Oxfordshire County Council should take into account the needs of ALL parties involved.	Residents will still be able to park without restriction on the Eastern side. The proposal is being amended to a 2 hour waiting restriction. The matter will be determined by Cabinet Member.
Resident of Enstone	Fully support the provision of a time controlled parking system and the much valued local shop run by Mandy and Steve. On occasion have been unable to park due to long term parking including those leaving their cars and catching a bus to Oxford.	Noted.
Resident of Enstone	I hope that a sensible compromise is reached and fully support the parking proposal as it stands. They are very disappointed that some residents have not supported Steve and Mandy as the village shop is now a valuable asset to the community. Their Mother holds a disabled badge and due to people parking to catch the bus to Oxford she is sometimes unable to park outside of the shop and the elderly people of the village rely on the services provided by the shop and this may be their only form of socialising. Their family have lived in the village	Noted.

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	since 1948 and the people opposing the plan have themselves only moved into the village in recent years.	
Resident of Church Enstone	Supports the proposal as Enstone Village Stores are a vital facility for the village and must be given every chance to attract custom by stopping people parking their car for long periods just in front of the business. The number of houses is increasing and the problem could become serious and cause accidents.	Noted.
Resident of Church Enstone	Strongly object They have lived in the village and used the shop for forty years and they have never failed to be able to park Dismayed to read in the Enstone Ensign that thanks to our County Councillor Hilary Hibbert-Biles the County Council is in the process of installing a 30 minute waiting time. Is a regular customer at Natalie's Beauty Salon and the 30 minute waiting time would make it impossible for the vast majority of her customers to park outside her salon There is plenty of room for residents and the customers of the shop. Residents will simply park in other areas and cause congestion and hazards there.	The matter will be determined by Cabinet Member. The proposal is being amended to a 2 hour waiting restriction. Residents will still be able to park without restriction on the Eastern side.
Resident of Church Enstone	In support as It is quite clear that many residents are using the slip road as a permanent parking place and the shop is losing business as a result and It is essential that local shops are supported	Noted.
Resident of Church Enstone	Strongly oppose the plan Enstone It would seem rather heavy-handed to put in the type of parking restrictions that would be found in a busy city-centre and How would these restrictions be supervised and controlled? I have lived in Church Enstone for over 10 years and never has a lack of parking prevented me from using the local shop. Five adjacent houses have no other parking close to their homes which would be inconvenient and devalue their property. Most of Natalies clients need to park their cars for longer than 30 minutes and this would push these clients to park on the Playing Field Association car park and with small children being taken to and from school would be rather dangerous. If necessary then perhaps have 2 or 3 reserved spaces for the two businesses perhaps residents permits and an element of free parking. I hope an alternative approach can be found which covers the needs of the village as whole.	Enforcement will be carried out by West Oxfordshire District council. Residents will still be able to park without restriction on the Eastern side. The proposal is being amended to a 2 hour waiting restriction. The facility of residents' permits is not currently available in West Oxfordshire.
Resident of Church Enstone	I understand that an initiative put forward by Councillor Hilary Biles may have encountered opposition, primarily from those who use the road as a regular parking space. The clogged Service Road is clearly having a deterrent effect on	Noted.

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	the shops business and sets its face against all of us who depend upon Adams Store. I therefore trust that you and the Council will take the right decision and act in favour of the broader interests of our community against the opposition of the selfish few.	
Local Resident	The proposed restrictions are certainly a step in the right direction However there must be concerns over the dangerous and inconsiderate long term parking on both sides of the access road outside the Post Office Out of restriction hours ANY vehicle wider than a car has to reverse out onto the A44 on a blind bend. In addition to your proposed restrictions the only answer would be double yellow lines immediately outside the Post Office.	Noted. In view of the responses received, no additional restrictions are proposed.
Local Resident	In favour of the original proposal which provides a lifeline for the shop. It is often difficult to park there. We gather some people who we hear have up to three cars but having bought houses nearby with no parking are demanding residential parking on The Green. This is totally unfair as it is a public highway and Adams Store is a vital place for the local community.	Noted.
Local Resident	At the Enstone Parish Council Meeting The Parish Councillors were taken by surprise by the number and strength of the objectors. Councillor Hilary Hibbert-Biles who we thought represented the whole of the community and not one individual was completely out of touch and had no prior knowledge that residents had been parking in the Service Road since motor vehicles had been invented, she didn't know that there was a small alley leading to the cottages which have no vehicle access. I have e-mailed Ian Hudspeth to stop wasting public money on a scheme that clearly will be counterproductive and will in due course have to be removed!	Residents will still be able to park without restriction on the Eastern side. The matter will be determined by Cabinet Member.
Local Resident	It is quite reasonable to restrict long term and all day parking but to limit it to 30 mins you will simply kill off Natalie's – Parking limit should be 2 hours and then also there is some chance it will be enforced.	Noted. The proposal is being amended to a 2 hour waiting restriction.
Local Resident	In support of restricted parking outside the village shop as I have on a number of occasions been unable to park so have gone to Chipping Norton or Charlbury to do all my shopping. Too many local businesses are being driven out.	Noted.
Local Resident	I have been asked to forward my views in favour as frequently parking places	Noted.

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	are unavailable for those who wish to visit the Post Office and the Shop and it is not in the interests of the community that the store is losing business. A friend said he could not see why the car owners who currently park outside the P.O. for long periods should not park them in Lichfield Close, and he lives in the Close!	Residents will still be able to park without restriction on the Eastern side.
Local Resident	Strongly oppose the proposal. They regularly use Natalie's Beauty Salon & Adams Store and they are greatly concerned that the needs of one business are being overlooked in favour of another. There are people living directly around The Green who do not have off road parking this will force such residents to park in surrounding residential streets and no provision is in place for safe crossing the A44. They do not agree that timed bays are the answer and regarding the Parish Council Meeting they were appalled to hear the way in which the Councillor conducted herself.	The proposal is being amended to a 2 hour waiting restriction. Residents will still be able to park without restriction on the Eastern side. The matter will be determined by Cabinet Member.
Local Resident	In full support of some parking restrictions outside the Enstone Store and the Beauty Shop as there are people parking there all day and catching a bus into Oxford. We all want to support our local shops or we shall lose them. They personally think there should be yellow lines on both sides with a time limit of a maximum of 45mins.	Noted. In view of the responses received, no additional restrictions are proposed. The proposal is being amended to a 2 hour waiting restriction.
Resident of Wootton Woodstock	Objects. Regularly travels there, including to the Beauty Salon where treatments take longer than 30 minutes.	The proposal is being amended to a 2 hour waiting restriction.
Resident of Great Rollright	Supports as the shop run by Steve & Mandy is an excellent local amenity – not just for the village of Enstone but also the surrounding villages. Particularly need to prevent commuter parking.	Noted.
Resident of Great Rollright	Supports as Steve and Mandy run an extremely efficient business where nothing is ever too much trouble it would appear that the said parking is used for overflow parking by residents and even park and ride. To lose the Store would be an enormous loss.	Noted.
Resident of Sandford St Martin	In favour of the original proposal which provides a lifeline for the shop. Steve has built up an enviable reputation and If residential parking only is allowed on the Service Road Adams Stores will lose vital custom and probably not survive.	Noted.

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Resident of Kiddington	As a regular customer of the shop and Natalie's Beauty Salon I find it unjust that parking restrictions should be imposed I regularly park my car for longish periods whilst visiting Natalie's I do not feel that parking restrictions are necessary in the quiet village of Enstone and that any restriction simply looks after the concerns of a small minority and does not consider the larger majority of people using the two businesses.	The proposal is being amended to a 2 hour waiting restriction. The matter will be determined by Cabinet Member.
Resident of Little Tew	There are a number of reasons that I object to this proposal, chiefly that I feel it to be an unnecessary waste of resources I have never struggled to park on Oxford Road and often visit Enstone Stores and Natalie's Beauty Salon and the time limit of 30 mins would have a negative impact on Natalie's Salon as most Treatments last longer than this. I also feel that the restrictions would be unfair to local residents who don't have parking. I feel that the present system is fairest for all users and generally works well. The money would be better spent on a lolly-pop lady to help children crossing the road or on some bins at the public playground.	The proposal is being amended to a 2 hour waiting restriction. Residents will still be able to park without restriction on the Eastern side. The matter will be determined by Cabinet Member.
Resident of Staffordshire	I am 75 and my Husband is 80 and we have family who live in the alleyway at the back of Elm Tree Cottage. When we come and visit, the Village Green is the only place that we can park safely. The proposals would mean not only a lengthy walk but inconvenience to other residents in the area which we will be forced to leave our car. Please reconsider this proposal or at least make provision for long term parking for visitors and nearby residents. May I suggest reducing the size of The Green.	Residents will still be able to park without restriction on the Eastern side.
Resident of Chipping Campden	I regularly visit this pleasant village to see relatives (whose property back on to the main road but do not have its own street frontage). They have mobility issues and would not look forward to a painful walk from some distant parking spot. Asks What change of circumstances prompted the Councils cursory proposals? Were the likely reactions taken into consideration? Has any preliminary study been carried out? Has the cost/benefit been provisionally calculated? What consideration does the Council have for the ill-feelings if a few people appear to benefit but most are inconvenienced? Has the Council worked out the possible knock-on effect of this Scheme? and comments regarding bureaucracy and other ways to improve safety and the environment here.	Residents will still be able to park without restriction on the Eastern side. The matter will be determined by Cabinet Member.

Division(s): ALL

CABINET MEMBER FOR ENVIRONMENT - 9 JANUARY 2014

PRE-CONSULTATION DRAFT COUNTRYSIDE ACCESS MANAGEMENT PLAN

Report by Deputy Director Commercial Services

Introduction

1. A Rights of Way Improvement Plan (RoWIP) sets out the assessment of the adequacy of the rights of way network and provides the strategy framework for rights of way management, maintenance and development. RoWIP1 was adopted on 21 February 2006 and ran until the end of 2011/12.
2. On 22 March 2012 the then Cabinet Member for Transport authorised the extension of the current RoWIP validity date to March 2014 and the development of its replacement.
3. This report accompanies the draft Countryside Access Management Plan and authority is sought to issue a draft document for public consultation with a view to submitting a finalised draft to Cabinet for consideration later in 2014.

Background

4. It is a statutory duty for the highway authority to prepare, publish & review a Rights of Way Improvement Plan (RoWIP). The RoWIP provides the strategy framework for public rights of way recording, management and development. RoWIP1 was adopted on 21 February 2006 and ran until the end of 2011/12. On 22 March 2012 the Cabinet Member for Transport authorised the extension of the current RoWIP validity date to March 2014 and the development of its replacement.
5. Since then the Countryside Access Team has worked with staff and stakeholders, especially the Oxfordshire Local Access Forum to review the first RoWIP and develop the second draft RoWIP document.
6. It is proposed to revise the name of this second document to the Countryside Access Management Plan. This change is proposed to firstly, recognise that the Rights of Way network forms an integral part of the County's leisure, travel and health strategies and therefore needs to integrate with the Council's Highway Asset Management Plan and Local Transport Plan (and in particular accessibility strategies) in order to fully realise the potential of the Rights of Way network to ensure that they are both accessible and useable. Secondly, the County has a rights of way network that it can be proud of and which is held in high public regard, nevertheless in the current economic climate it may be that the Council is unable to continue to commit to improving this network

as it has done in the past. A consultation to assess the review of the first RoWIP secured broad agreement with the direction of travel.

7. The draft CAMP has a similar vision and aims to be the first RoWIP developed through compliance with legislation and statutory guidance as well as through extensive public consultation and liaison with key user and interest groups.
8. A new countryside access management framework has been developed that shows the integration of the various elements of OCC and stakeholder work and how this contributes to economic and social growth and sustainability. An outline of the expected direction of travel over the life of the plan is included. As well as existing work it also sets out how local communities, volunteers and groups may work on the public rights of way and countryside access network, and the outcomes sought from the development planning process.
9. The CAMP is a high level plan and it is intended to include a small number of targets for action at this level to provide a meaningful indicator of performance and assist in targeting resources. A more detailed annual CAMP delivery/business plan will set out aspirations for the coming year covering all service areas and this will feed into team and individual performance plans and reports to stakeholders

Proposal

10. It is proposed, in liaison with the County Council's communication team, to submit this document for broad public consultation to ensure that the needs and requirements of users, landowners, voluntary groups and other stakeholders can be fully understood and considered in developing the Councils finalised proposals.

Financial and Staff Implications

11. Depending on the final form of consultation there may be a small cost to this proposal which will be accommodated within existing budgets.

Recommendation

12. The Cabinet Member for Environment is **RECOMMENDED** to:
 - (a) approve the proposed change to the title of the document from Rights of Way Improvement Plan to Countryside Access Management Plan;
 - (b) agree to the submission of the draft Plan for public consultation with a view to submitting a finalised document to Cabinet in early summer 2014;
 - (c) agree to extend the lifespan of the current Rights of Way Improvement Plan until such time that approval for the finalised Countryside Access Management Plan document by Cabinet has been confirmed.

MARK KEMP

Deputy Director For Environment & Economy (Commercial)

Contact officer: Steve Smith 01965 810435

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Draft Oxfordshire Countryside Access Management Plan 2014-2024

Short summary document
please refer to the full document at
www.oxfordshire.gov.uk/rowip

This document is a shorter summary version of the second statutory Rights of Way Improvement Plan (RoWIP) for Oxfordshire which is available at www.oxfordshire.gov.uk/rowip. This iteration of the plan has been called the Countryside Access Management Plan (CAMP) to bring more weight and focus to the management of existing access, and include the other access resources that the public use, regardless of which organisation manages them. The plan covers public rights of way and accessible natural green spaces within rural settlements and urban areas as well as the public rights of way and accessible countryside surrounding villages, towns and Oxford.

The County Council is required to produce a RoWIP under s60 of the Countryside and Rights of Way Act 2000. This plan is one of the 'daughter' documents of the third Local Transport Plan (LTP). The LTP sets out the County Council's vision for roads and transport.

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1) The CAMP helps meet the following strategic objectives of the Oxfordshire Local Transport Plan:

Develop and increase cycling and walking for local journeys, recreation and health: This is a core outcome of the CAMP and the plan's main focus along with equestrian access.

Secure infrastructure and services to support development: New sites benefit from being integrated with the internal and surrounding public rights of way in ways that allow the continued and increased use of the routes as part of a wider network and to meeting shared sustainable transport, healthy living and healthy environment goals.

Reducing congestion: A good local rights of way network in urban areas can provide alternatives to car use for short local journeys and longer recreational trips, especially at weekends.

Reducing casualties and dangers associated with travel: Walkers, cyclists and equestrians are all vulnerable road users and may be affected by vehicle speed, frequency and driver behaviour. Promoting and increasing the amount and location of traffic free routes for walkers, cyclists and horse riders, especially families, can help build confidence in public places and help to reduce accident levels. The availability of off road networks can reduce the conflict with motorised vehicles, particularly in more congested urban areas.

Improve accessibility to work, education and services: - A good local rights of way network can form part of a journey to neighbourhood services like schools, surgeries, bus stops, railway stations and shops which can increase choice and reduce the dependence on private cars or taxis.

Reduce carbon emissions from transport – Where it can offer a realistic alternative for local journeys, the access network can help reduce emissions through less car use.

Improve air quality, reduce other environmental impacts, and enhance the street environment - By offering alternatives to vehicle use, the countryside access network can help reduce emissions as people use cars less often. Paths and green spaces can form part of the urban street scene.

2) The CAMP contributes to health and wellbeing:

The use of the countryside access network has a valuable role to play in the physical and mental health of the people of Oxfordshire. The Countryside Access Management Plan aims to maintain and where possible improve public access and open-air recreation, including walking, cycling and horseriding to everyone in order to help the people in Oxfordshire to live healthier and happier lives. Oxfordshire County Council can play an important role in this agenda by:

- Maintaining and extending accessible public rights of way and green space areas to provide healthier green landscapes. Ensure access to up to date and relevant information about the public rights of way network.
- Supporting and enabling community and volunteer involvement in practical access initiatives.

3) The CAMP contributes to the local economy in the following ways:

Oxfordshire's countryside, paths and landscape contribute to it being an outstanding place in which to live, work and visit. Access to these provides significant economic, health and well-being and environmental benefits. Economic benefits come from encouraging businesses to locate within Oxfordshire by enabling both the direct and indirect facilities that make the county

an excellent place to work and do business. In addition, the economy is assisted by spending on goods and services in the local area when people are on walks and rides, and whilst visitors are attracted to the area to make use of the countryside. A well-maintained and connected public rights of way network, with information and improvements that meet the needs of users and potential users, offers almost unlimited potential for residents and visitors to enjoy all of Oxfordshire's countryside and landscape on foot, by bicycle and on horseback.

4) The extent of local rights of way and other access resources in Oxfordshire:

Access to Oxfordshire's countryside is predominantly achieved through the 2,600 mile (4,200km) of public rights of way in the county. In 2013 and according to the status of public rights of way as recorded on the Definitive Map and Statement, walkers should be able to use 100% of the network. Horse riders and cyclists should be able to use 879 miles, 1,417km (33.5%) of the network as bridleway, restricted byway and byway open to all traffic (BOAT). Horse carriage drivers should be able to use 204 miles, 330km (7.8%) of the network on restricted byways and BOATs. Motorised users should be able to use 48 miles, 78km (1.8%) of network on BOATs.

However all of these figures must be taken in the context of a sometimes disjointed, fragmented and obstructed network. Relatively small links or status upgrades could go a long way towards making the network more usable. It should be recognised however, that most of the network is on private land and therefore such improvements must be undertaken in negotiation with the landowner. The County Council will however actively seek to enable these links as and when opportunities through development arise or where landowners are agreeable to the necessary access to their land and where resources are available.

5) The accessibility of public rights of way and natural greenspace areas to blind or partially sighted persons and others with mobility problems:

Oxfordshire County Council seeks to enable a public rights of way and countryside access network that offers as few restrictions as is reasonably possible through its own work and that of partner organisations, farmers and landowners. These groups and individuals, especially parish councils, the South Chilterns Path Maintenance Volunteers, and the voluntary Cotswolds Wardens, have initiated, negotiated, obtained funding for and delivered many improvements over the life of the original RoWIP and it is hoped that this will continue.

The Countryside Access Team has undertaken a Service and Community Impact Assessment of the CAMP and this is available as a separate annex available at www.oxfordshire.gov.uk/rowip. The assessment's summary judgement is that *"The rights of way network is freely available, subject to the provisions of the various legislation. The network has developed historically and may not always be suitable for modern use. Stiles and other features on public rights of way can restrict and sometimes even prohibit access for some users, in particular the disabled, mobility impaired, visually impaired, the elderly and the very young could be at a particular disadvantage. The County Council will work with others to limit restrictions and encourage responsible access and try to manage and improve the network to meet current and future needs."*

6) Users' needs and demands:

The Countryside Access Team has undertaken a wide range of information gathering and primary research in order to contribute local perspectives to the CAMP, and also for the day-to-day management and improvement of the network. The top four suggestions for better maintenance and improvements are regularly:

More vegetation cutting: Users would like a greater frequency of summer and winter vegetation cutting, especially targeted on paths closer to settlements or on promoted/linking routes.

Increasing path surfacing and drainage: Users want easier surfaces so OCC needs to balance the benefits of surfacing paths for users, especially families and lower agility people, against the risk of urbanising or over-managing the countryside. We also need to guard against conflicts on multi-use paths (such as between cyclists and walkers on narrow routes).

Path protection: Users say that OCC should be making access easier for people with mobility impairments; including wheelchair users, older people and families with pushchairs. OCC need to speed up the removal of obstructions and work with land managers to prevent ploughing problems. Litter is seen as a problem on many routes, as is dog fouling and development of green spaces with housing.

Access to information: Users want OCC to improve this, as well as on-path and off-path signs and information. Many users say that they lack confidence and knowledge regarding their rights and responsibilities when out in the countryside.

Importantly, all of these factors will affect the likelihood of non-users wanting to, or being able to, access the countryside access network.

Oxfordshire County Council tries to meet these user needs as resources allow. The next section demonstrates how the County Council aims to manage the network.

7) Achieving better countryside access through the Countryside Access Management Plan

The first Rights of Way Improvement Plan was delivered in a climate of high expectations, which encouraged aspirational outcomes and actions. Although no Governmental grant funding was provided specifically for achieving the aims of the plan, by working closely with the Countryside Access Team, local communities, volunteers and other organisations, and the County Council itself, were still able to achieve a great deal by their own efforts and making use of external sources of funding.

Since the economic crisis of 2008 there has been increased scarcity of resources both within the public and voluntary sector. Promoting the network and seeking to improve the network's quality and accessibility are still important however, as they contribute directly to the local economy, as well making a big difference to the local environment and residents' sense of place and wellbeing.

By working closely with other authorities and organisations, local communities, volunteers and other stakeholders and partners it is hoped that we can bring added value to the rights of way and access network and work with the County Council to evolve the access network into one that best suits local needs.

An annual CAMP delivery/ business plan will set out aspirations and programme of activity for the coming year and this will help inform performance plans, targets and reports to stakeholders. All information will be on the dedicated web pages at www.oxfordshire.gov.uk/rowip.

Vision Statement

The Countryside Access Management Plan's vision statement broadly reflects that contained in the first RoWIP and sets out the authority's ambition:

Vision: To record and maintain the existing public rights of way and countryside access network for all users and would-be users, and where possible improve the extent, facilities, use and understanding of the network, so that public rights of way fulfil their role as a vital part of life in the County.

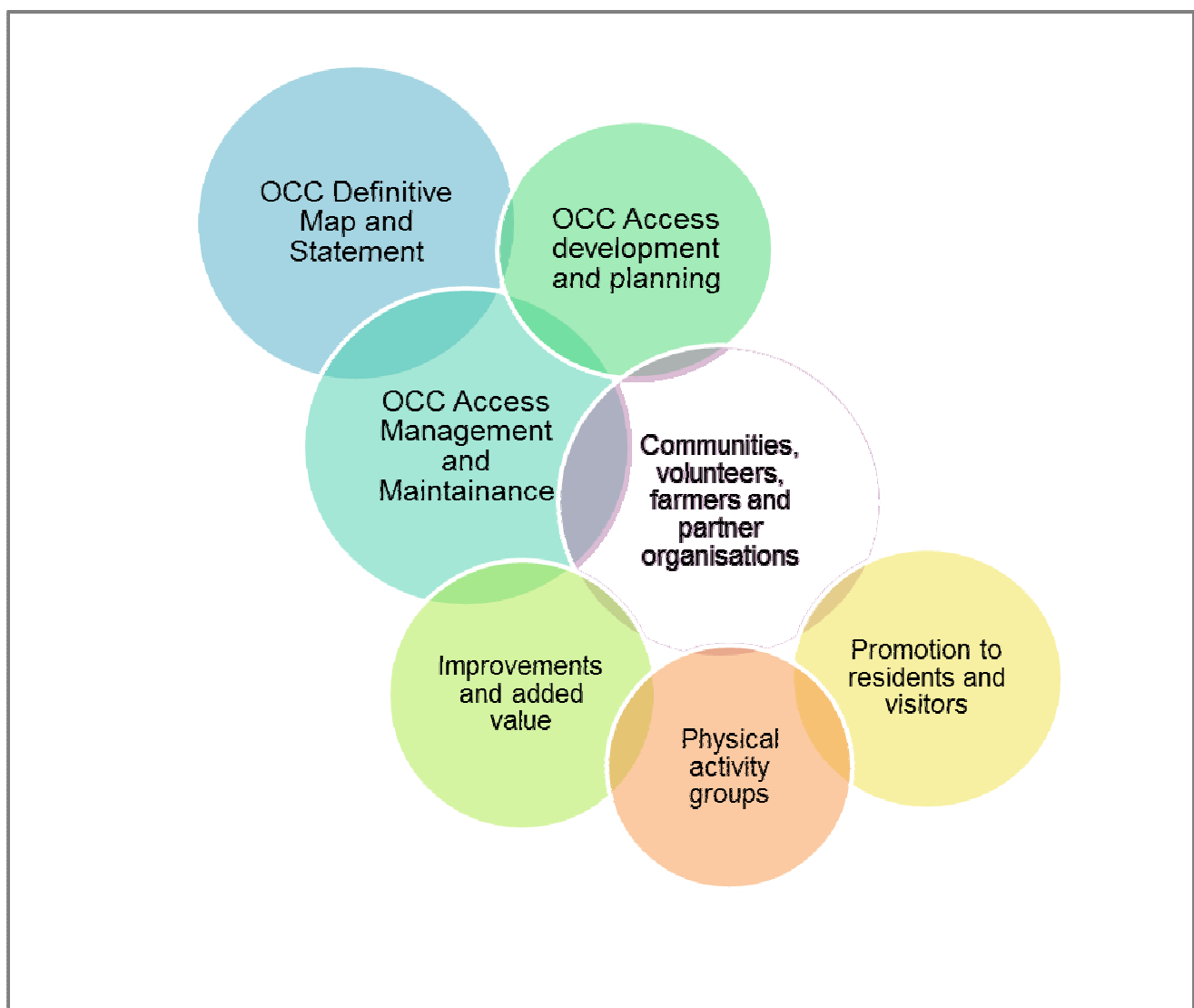
Aims:

1. Public rights of way are recorded, protected, maintained and promoted.
2. A public rights of way and countryside access network that adapts to balance the current and future needs of communities and users, farmers and landowners and the natural environment
3. A public rights of way and countryside access network which is as accessible as reasonably as possible to those with limited mobility, vision or understanding
4. Countryside access contributes to a thriving local economy and communities are able to be actively involved in caring for and promoting responsible walking and riding in their area

8) The Oxfordshire Countryside Access Management Framework

In order to achieve the vision and aims a countryside access framework has been produced, illustrated in Figure 9 and outlined in the sections 11 and 12 (much more detail is provided in the full version of the CAMP). This framework summarises the main areas of responsibility and how this may change over the life of the plan. The reason for developing a framework is to reinforce the interconnectedness of the areas of work undertaken and to set out how the aims of the CAMP will be achieved, but without being too prescriptive. This will allow the flexibility to evolve more detail based on available resources and any changes to legislation or the operating environment. The framework has evolved from experiences gained from the first RoWIP, research undertaken since the first RoWIP was adopted, the responses to the review consultation, and from work to develop the revised content for the assessment of need. The framework links into other strategies such as the Local Transport Plan and the Highway Asset Management Plan.

Figure 9: Oxfordshire's Countryside Access Management Framework



9) Countryside Access Management: Managing and prioritising issues on the network

Oxfordshire County Council's public rights of way management functions need to centre on ensuring that a basic standard of provision is maintained across the county's public rights of way network. Where possible, Oxfordshire County Council will seek to add value to that basic standard by working to secure additional resources and support and encourage farmers, land managers, local communities, groups, volunteers and individuals to improve the network for all users.

The basic level of provision is that, as far as reasonably practicable and where resources allow, public rights of way and associated routes are not made impassable by natural or man-made features, or their absence.

Where an issue is identified, Oxfordshire County Council will prioritise action to remove and resolve issues that impede or are likely to obstruct public access in accordance with the resources available. In order to do this an issue impact assessment(a) and a path categorisation model(b) will be used in combination alongside operational standards to enable decisions on relative priorities so the authority can make the best use of available resources.

a) Public rights of way issue impact assessment

Public rights of way issues reported to the County Council or identified through inspections will normally be assessed with regard to their impact. This assessment usually forms the main basis for priority setting. The impacts considered are:

- Overall level of hazard or risk that the issue represents
- The degree of obstruction, encroachment or inconvenience
- The cause and likely duration of problem
- The character of the route, its normal traffic and the route's normal state of repair
- The impact of the issue looking at the wider network

b) Public rights of way categorisation

Category 1

- Routes used as key routes to schools or local facilities and that are used by many people for daily commuting journeys
- Thames Path & Ridgeway National Trails and 'corridor' (the key routes that connect the trail to villages or facilities) in partnership with the National Trails Team

Category 2

- Key recreation or exercise routes near to settlements
- Oxfordshire County Council promoted routes
- District Council promoted routes
- National Cycle Network route (non-asphalt sections)
- Oxford Canal Walk and corridor in partnership with the Canal & Rivers Trust
- Named routes promoted and managed by a user group or organisation in liaison with OCC

Category 3

- The remainder of the network

Path categories by themselves will not normally define the management of an issue, but they will assist in deciding on the relative order or action for similar priority issues.

Keeping public rights of way available

For countryside access management and maintenance functions, Oxfordshire County Council works to the information contained in the Definitive Map and Statement (DMS). The DMS will be kept under review as required under the Wildlife and Countryside Act 1981. The DMS is conclusive proof of the existence of the recorded rights at the date of its production. However the DMS is conclusive without prejudice to the existence of higher rights and can be changed through due process if evidence is provided that the line or status recorded in the DMS is incorrect.

In very exceptional circumstances, and where budgets allow, we may undertake maintenance on routes not on the DMS.

The deliberate obstruction of any Public Right of Way will not be condoned by OCC and action will be taken to remedy any instances in line with operational standards.

10) Local community, neighbourhood and volunteer participation in countryside access maintenance, improvement and promotion

The County Council retains overall responsibilities for funding and maintaining the definitive map, and the operation of maintenance, enforcement, promotion and improvement activities.

However, many local communities, user and interest organisations, neighbourhoods, individual users, and land-managers play an active and valuable role in surveying, reporting, recording and managing public rights of way and countryside access in Oxfordshire. This involvement adds public benefit and quality to the network, demonstrates the importance of paths in people's local areas, and enables more people to enjoy access responsibly and safely. Oxfordshire County Council needs to continue to work with existing groups and individuals to make the best of their efforts and enthusiasm and to target resources where the work will make the most difference, and where possible, build up levels of new local participation across the county.

Needs and demands from existing groups and individuals as well potential new ones will have to be carefully managed so that the best outcomes for path users are achieved and demands on staff time are not excessive and ensure priority and legally-complex work can be undertaken.

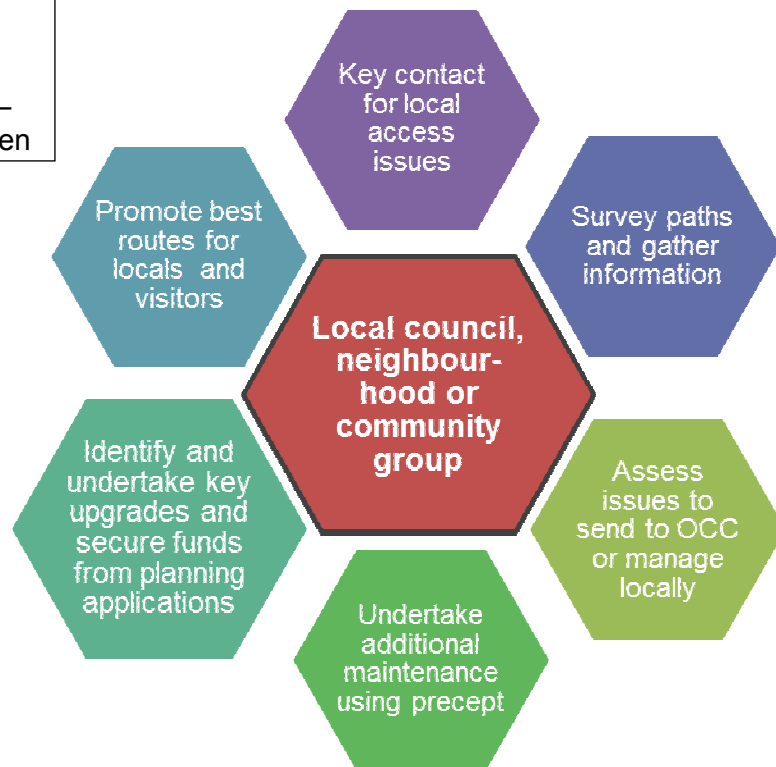
It is hoped that three types of partnerships between local communities and organisations with Oxfordshire County Council's Countryside Access Team, outlined in the following diagrams, will become established and integrated with each other over time and lead to a countryside access network that enables partnership working to meet the needs of local people, as well as visitors, and leads to more people becoming involved in the protection and improvement of an important part of Oxfordshire's cultural heritage.

When considering the application of any or all of these elements in an officer's area or across the wider authority area, OCC officers will need to assess available capacity and budgets and the expected outcome of such involvement. This work also needs to be balanced against existing responsibilities and priorities. The Team will seek additional external resources and capacity to enable a proper investment in this to be made in order to achieve the best

outcomes for local communities, neighbourhoods and users of the public rights of way and countryside access network.

11a. Local Councils and neighbourhood/community groups – how their existing work or a new area of work could improve countryside access management

Figure 11:
Activities and
roles that could
be undertaken –
or are undertaken



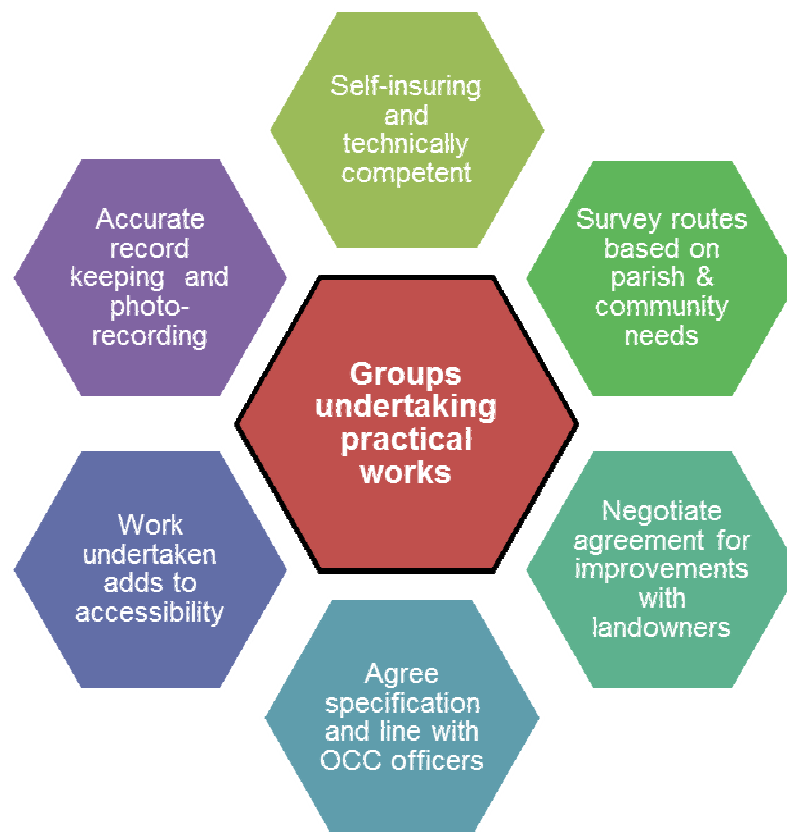
11b. Parish Path 'Wardens' – how this new concept could improve countryside access management

Figure 12: Activities and
roles that could
be undertaken – or
are undertaken
already



11c. Groups undertaking practical improvements – how their work can improve countryside access management

Figure 13: Activities and roles that could be undertaken – or are undertaken already



12. Summary

This Countryside Access Management Plan sets out Oxfordshire County Council's assessment, vision and aims for the management and improvement of the public rights of way and countryside access network. The County Council will try to meet its responsibilities and, by working closely with other authorities and organisations, local communities, volunteers and other partners, it is hoped that significant added value and improvements can be achieved.

An annual CAMP delivery/business plan will set out aspirations for the coming year covering all service areas and this will feed into team and individual performance plans and reports to stakeholders. The content of each year's business plan will be directly dependent on the level of resources that are available at that time. All information will be on the dedicated web pages at www.oxfordshire.gov.uk/rowip.

Document produced by OCC Countryside Access Team, December 2013

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Service and Community Impact Assessment

Draft Countryside Access Management Plan 2014-2024 (Annex A)

Summary of judgement:

The rights of way network is freely available, subject to the provisions of the various legislation. The network has developed historically and may not always be suitable for modern use. Stiles and other features on public rights of way can restrict and sometimes even prohibit access for some users, in particular the disabled, mobility impaired, visually impaired, the elderly and the very young could be at a particular disadvantage. The County Council will work with others to limit restrictions and encourage responsible access and try to manage and improve the network to meet current and future needs

Purpose of assessment:

It is a statutory duty for the highway authority to prepare, publish & review a Rights of Way Improvement Plan (RoWIP). The RoWIP provides the strategy framework for public rights of way recording, management and development. RoWIP1 was adopted on 21 February 2006 and ran until the end of 2011/12. On 22 March 2012 the Cabinet Member for Transport authorised the extension of the current RoWIP validity date to March 2014 and the development of its replacement.

Since then the Countryside Access Team has worked with staff and stakeholders, especially the Oxfordshire Local Access Forum to review the first RoWIP and develop the second RoWIP with regard to the changed financial and economic climate. A consultation to assess the review of the first RoWIP secured broad agreement with the direction of travel.

The RoWIP is a 'daughter' strategy to the Local Transport Plan as the two plans have shared outcomes and a degree of integration. As the LTP is reviewed this will be reflected in development of the plan. RoWIP is a key part of the emerging Green Infrastructure Strategy. Although there is no duty to implement the plan, the plan sets out a framework for operations which is why the Service and Community Impact Assessment has been undertaken.

Section 149 of the Equalities Act 2010 ("the 2010 Act") imposes a duty on the Council to give due regard to three needs in exercising its functions. This proposal is such a function. The three needs are:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic, and those who do not.

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act.

The need to advance equality of opportunity involves having due regard to the

need to:

- remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic,
- take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs other people, and
- encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low.
- take steps to meet the needs of disabled people which are different from the needs of people who are not disabled and include steps to take account of a person's disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

Of the protected characteristics under the Act, the SCIA for the Countryside Access Management Plan assesses those most likely to be applicable. These are:

- **Age**
- **Disability**
- gender reassignment
- **Pregnancy and maternity**
- **Race** – this includes ethnic or national origins, colour or **nationality**
- religion or belief – this includes lack of belief
- sex
- sexual orientation
- marriage and civil partnership
and
- **Rural communities**
- **Areas of deprivation**

Context / Background:

The Countryside Access Management Plan (CAMP) increases the focus on core work to record, protect and maintain public rights of way. The plan sets out a broadly similar direction of travel to RoWIP1. Vision and aims have been tweaked to include management of the network and more clarity on what each aim means.

Proposals:

The Countryside Access Management Plan's vision statement broadly reflects that contained in the first RoWIP which was developed through compliance with legislation and statutory guidance as well as through extensive public consultation and liaison with key user and interest groups.

Vision: To record and maintain the existing public rights of way and countryside access network for all users and would-be users, and where possible improve the extent, facilities, use and understanding of the network, so that public rights of way fulfil their role as a vital part of life in the County.

Aims:

1. Public rights of way are recorded, protected, maintained and promoted.

2. A public rights of way and countryside access network that adapts to balance the current and future needs of communities and users, farmers and landowners and the natural environment
3. A public rights of way and countryside access network which is as accessible as reasonably as possible to those with limited mobility, vision or understanding
4. Countryside access contributes to a thriving local economy and communities are able to be actively involved in caring for and promoting responsible walking and riding in their area.

A new countryside access management framework has been developed that shows the integration of the various elements of OCC and stakeholder work and how this contributes to economic and social growth and sustainability. An outline of the expected direction of travel over the life of the plan is included. As well as existing work it also sets out how local communities, volunteers and groups may work on the public rights of way and countryside access network, and the outcomes sought from the development planning process.

The CAMP is a higher level plan and it is intended to include a small number of targets for action at this level to provide a meaningful indicator of performance and assist in targeting resources. A more detailed annual or bi-annual CAMP delivery/business plan will set out aspirations for the coming year covering all service areas and this will feed into team and individual performance plans and reports to stakeholders

The draft CAMP has been developed through a similar process as well as the content and experiences of developing and implementing the first plan, and will be subject to similar opportunities for public consultation. OCC Cabinet adopted the original RoWIP and the OCC Cabinet Member authorised the extension of the first RoWIP and the preparation of the second RoWIP in 2012.

Evidence / Intelligence:

The original RoWIP was developed as a result of extensive research and consultation and the CAMP builds on this work. Evidence and intelligence has been obtained through two-yearly surveys of countryside access plus on-going receipts of reports about issues on the public rights of way network. There has also been an assessment of what succeeded and failed with the original RoWIP and this formed part of early development and views of stakeholders. Responses to the draft CAMP consultation will help to shape the document that is eventually adopted

Impact on Individuals and Communities with protected characteristics:

Age	
Risks	Mitigations
Young people may not understand public rights of way or countryside appropriate behaviours and could put themselves at risk of harm, or could harm property of others	All information provided uses accessible and simple language
Young people are less likely to be able to assess the risks of road and rail crossings especially the speed and dangers of traffic	Work to support organisations who want to improve communications and understanding

Old age is not by itself an issue for public rights of way management and provision. It is the conditions that (mostly) affect older people that are significant like reductions in mobility, agility and eyesight, and reduced ability to use private cars. Levels of available money can also affect older people more	Work with others to reduce the risk and seek to improve connections so there is less exposure to unavoidable hazardous crossings or paths next to traffic
All farm animals naturally carry a range of diseases some of which can also infect humans, known as zoonoses; The elderly, children and those with impaired immune systems are more vulnerable to zoonoses from farm animals	Work with National Farmers Union (NFU) and Country Land & Business Association (CLA) to reduce risks and increase biosecurity and livestock health. Public to be advised on suitable signs to avoid contact with grazing livestock and faeces and farmers may provide stock-free picnicking spots in busy areas

Disability	
Risks	Mitigations
The rights of way network is available for use by everyone, subject to the provisions of the various legislation. The network has developed historically and may not always be suitable for modern use. Stiles and other features on public rights of way can restrict and sometimes even prohibit access for some users, in particular the disabled, mobility impaired, visually impaired, the elderly and the very young could be at a particular disadvantage.	Farmers and landowners are encouraged and supported to replace stiles with more accessible structures Information is provided about routes known to be more accessible Where possible, public money spent on public rights of way improvements is targeted towards better accessibility and payments for restrictive access measures are not made OCC's work is delivered in as accessible way as possible
Some routes, where livestock are grazed, may have a demand for furniture and/or surfaces to be made reasonably accessible furniture by users. Case law is weak as to how this could be addressed if the farmer or landowner is not willing to accommodate these needs and where public funds are not being used.	Farmers and landowners with public rights of way crossing their land are not generally considered service providers. However organisations like the National Trust and Wildlife Trust who promote access to their land are service providers and should make easier access possible

Pregnancy and maternity	
Risks	Mitigations

<p>The rights of way network is available for use by everyone, subject to the provisions of the various legislation. The network has developed historically and may not always be suitable for modern use. Stiles and other features on public rights of way can restrict and sometimes even prohibit access for some users, in particular the disabled, mobility impaired, visually impaired, the elderly and the very young could be at a particular disadvantage.</p>	<p>Farmers and landowners are encouraged and supported to replace stiles with more accessible structures</p> <p>Information is provided about routes known to be more accessible</p> <p>Where possible, money spent on public rights of way improvements is targeted towards better accessibility</p> <p>OCC's work is delivered in as accessible way as possible</p>
<p>All farm animals naturally carry a range of diseases some of which can also infect humans, known as zoonoses; The elderly, children and those with impaired immune systems are more vulnerable to zoonoses and there are potentially higher risks for pregnant or potentially pregnant women when in direct contact with pregnant ewes.</p>	<p>Farmers and landowners with public rights of way crossing their land are not generally considered service providers. However organisations like the National Trust and Wildlife Trust who promote access to their land are service providers and should make easier access possible</p> <p>Work with NFU and CLA to reduce risks and increase biosecurity and livestock health. Public to be advised on suitable signs to avoid contact with grazing livestock and faeces and farmers may provide stock-free picnicking spots in busy areas</p>

Race	
Risks	Mitigations
<p>A lack of language/understanding and cultural awareness or differences are the bigger issues with regard to using public rights of way and especially passing through farmland. Access to farmland can however foster a sense of belonging and a means to connect people to the natural environment</p>	<p>A translation service can be offered where needed for public rights of way information but this is available to individuals online using free translation tools for documents</p> <p>Where possible, OCC can work with service providers and outreach teams to inform and engage with people about public rights of way and how they can be responsibly used and enjoyed</p>

Rural communities	
Risks	Mitigations
<p>The public rights of way network is a key tourism and transport asset in rural areas and can also help connect communities</p>	<p>Managing and maintaining the network to provide a high quality experience on the ground is the best way for OCC's rights of way team to help people to make the best of the areas they live in and visit</p>

Deprived areas	
Risks	Mitigations
The public rights of way network is a key tourism and transport asset in rural areas and can also help connect communities	Managing and maintaining the network to provide a high quality experience on the ground is the best way for OCC's rights of way team to help people to make the best of the areas they live in and visit
The public rights of way network is available for use for free by everyone, subject to the provisions of the various legislation.	
Deprived areas may often be those that have very low availability or accessibility of greenspaces and public rights of way	Where possible, money spent on public rights of way improvements is targeted towards better accessibility in these areas and for providing additional links to pleasant experiences and better information about how to get there and enjoy them responsibly

The Countryside Access Management Plan has been assessed to not have any impact on staff, other council services, or people with the following protected characteristics: Gender reassignment; ethnic or national origins or colour; religion or belief; sex; sexual orientation; marriage and civil partnership

Impact on providers:

Risks	Mitigations
Communities and other organisations may not understand what their responsibilities and powers are and how this fits into the overall management of public rights of way and countryside access in the county	The development of the countryside access framework gives more detail of the work that communities and other organisations can undertake with the Countryside Access Team

Action plan:

Action	By When	Person responsible
Draft CAMP public consultation concluded and comments included in document put for adoption	Early summer 2014	OCC Countryside Access
Production of annual operations business plan that takes account of this assessment	After budget is established	OCC Countryside Access

Monitoring and review: Every two years on the date of CAMP's adoption

Person responsible for assessment:

Version	Date	Notes (eg Initial draft, amended following consultation)
1.0	9 th Sept 2013	initial draft (PH)
	30 th Sept 2013	Approved by team leaders (AC and HP)

CMDE9

1.1	1 st October 2013	Amended and cut down draft for inclusion in CAMP as Appendix A(PH)

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