



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

***Thursday, 11 February 2016 at 10.00 am  
Committee Rooms 1 and 2, County Hall, New Road, Oxford***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday, 19 February 2016 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

A handwritten signature in black ink that reads 'PG Clark'.

Peter G. Clark  
Head of Paid Service

February 2016

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

Note: Date of next meeting: 17 March 2016

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

## Items for Decision

### 1. Declarations of Interest

### 2. Questions from County Councillors

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

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

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

### 3. Petitions and Public Address

### 4. Proposed Car Club Bays - Headington Area, Oxford (Pages 1 - 10)

*Forward Plan Ref:* 2016/014

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

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

The report considers objections to formal consultations on proposals to introduce new parking bays for Car Club vehicles in All Saints Road and Sandfield Road in Headington. These proposals were initially considered as part of a report considered by the Cabinet Member for Environment 8 October 2015 but deferred to explore opportunities to provide these facilities off the highway.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised and detailed in the October 2015 report.***

**5. Proposed Waiting Restrictions - Littlemore Oxford (Pages 11 - 16)**

*Forward Plan Ref:* 2015/120

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

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

The report presents objections received in the course of the statutory consultation on a proposal to introduce additional 'no waiting at any time' restrictions on part of Cowley Road in Littlemore, Oxford as a condition of the granting of planning consent for a small development at the junction of Cowley Road and Pipeley Furlong.

***The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the revised proposals as described in the report CMDE5.***

**6. Proposed Disabled Persons Parking Places, Various Locations, Oxford plus Removal of an Existing Parking bay in Windmill Road, Headington (Pages 17 - 24)**

*Forward Plan Ref:* 2016/013

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

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

The report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Oxford City and replacement of a permit bay with double yellow lines in Windmill Road, Headington to allow vehicular access to off-street parking. The report also considers a request received from a resident of Windmill Road seeking removal of an existing permit holders bay which is compromising a recently-constructed off-street parking space.

***The Cabinet Member for Environment is RECOMMENDED to***

- (a) approve implementation of the proposed new DPPP in Malford Road, and the removal of the permit bay in Windmill Road as advertised;***
- (b) defer implementation of the bay in Quarry High street to allow further consultation in order to reach a compromise solution.***

**7. Proposed Amendment to Prohibition of Driving Order - Cholsey Old Reading Road/Caps Lane (Pages 25 - 32)**

*Forward Plan Ref:* 2015/127

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

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

The report presents comments and objections received in the course of a statutory consultation on a proposal to amend the existing Prohibition of Driving Order that currently applies on the full length of the Old Reading Road at Cholsey between its junction with Caps Lane and the southern end of this road where it meets the A329 Wallingford – Reading Road as part of a planning permission issued by South Oxfordshire District Council relating to the use of land adjacent to the Old Reading Road for an agricultural business.

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

**8. Proposed Raised Zebra Crossing - Oxford Hill, Witney (Pages 33 - 40)**

*Forward Plan Ref:* 2015/128

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

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

The report considers objections received as a result of a formal consultation on a proposal to introduce a raised zebra crossing in place of an existing 'standard' zebra in Oxford Hill, Witney. The proposal had initially been considered and deferred by the Cabinet Member for Environment on 8 October 2015 to consider further the justification for the works which had not been considered to be sufficiently clear, including the appropriateness of the use of a raised feature on a main route into Witney town centre.

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

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Division: Headington & Quarry
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## **CABINET MEMBER FOR ENVIRONMENT– 11 FEBRUARY 2016**

### **PROPOSED CAR CLUB BAYS – HEADINGTON AREA, OXFORD**

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

#### **Introduction**

1. This report considers objections to formal consultations on proposals to introduce new parking bays for Car Club vehicles in All Saints Road and Sandfield Road in Headington. These proposals were initially considered as part of a report considered by the Cabinet Member for Environment 8 October 2015. That report is attached at Annex 1.

#### **Background**

2. At the October meeting a decision regarding these two bays was deferred as it was felt that the opportunity to provide these facilities off the highway had not been fully explored. Officers were asked to work with the Car Club operator (Co-Wheels) on this matter and report back. Subsequently a petition was presented to the Council meeting in December urging the County Council to reverse the decision not to approve these bays and “to take all possible steps to promote the growth of car clubs, in particular by granting them dedicated parking spaces on public highway.”

#### **Response to deferral**

3. Since the October meeting officers have been in contact with Co-Wheels on a number of occasions and have sought to better understand the benefits of Car Clubs having bays on-street rather than off-street. Co-Wheels have made it clear that they are requesting on-street bays to help expand the use of Car Clubs in Oxford for two principle reasons: firstly 1 in 3 members found out about the Car Club having seen a vehicle in the street and secondly because on-street cars are more accessible to existing members and the operator can seek to place vehicles in the locations based on existing membership base as opposed to being dictated to by what is available privately.
4. Co-Wheels state they have been actively looking for off-street bays for almost 2 years and have recently managed to secure space in both Oxford Brookes Gypsy Lane site and at Church House, Headington. Although the vehicles are being used, neither is in an ideal location to encourage development of this type of transport. Co-Wheels have also made the point that in no other area of the UK do Car Clubs rely so much on private driveways or businesses (unless the business actually uses the Car-club for organisational use).

## **Conclusion**

5. The response received from Co-Wheels to the request for further information has been very helpful in validating the case for introducing additional on-street bays for Car Club vehicles. As with all Car Club bays, their usage will be kept under review and if it is considered that they are not being adequately used then the facility will be withdrawn.

## **How the Project supports LTP4 Goals**

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

## **Financial and Staff Implications (including Revenue)**

7. The cost of the proposed bays will be met by funding from Section 106 Agreements. Ongoing costs are met through the charges made for permits.

## **RECOMMENDATION**

8. **The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised and detailed in the October 2015 report.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Response from Co-Wheels

Contact Officers: Owen Jenkins 01865 323304

January 2016

Division: Headington & Quarry; Isis
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## **CABINET MEMBER FOR ENVIRONMENT– 8 OCTOBER 2015**

### **PROPOSED CAR CLUB BAYS – VARIOUS LOCATIONS, OXFORD**

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

#### **Introduction**

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

#### **Background**

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

#### **Consultation**

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

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

## Objections and responses

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



## **How the Project supports LTP4 Goals**

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

## **Financial and Staff Implications (including Revenue)**

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

## **RECOMMENDATION**

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

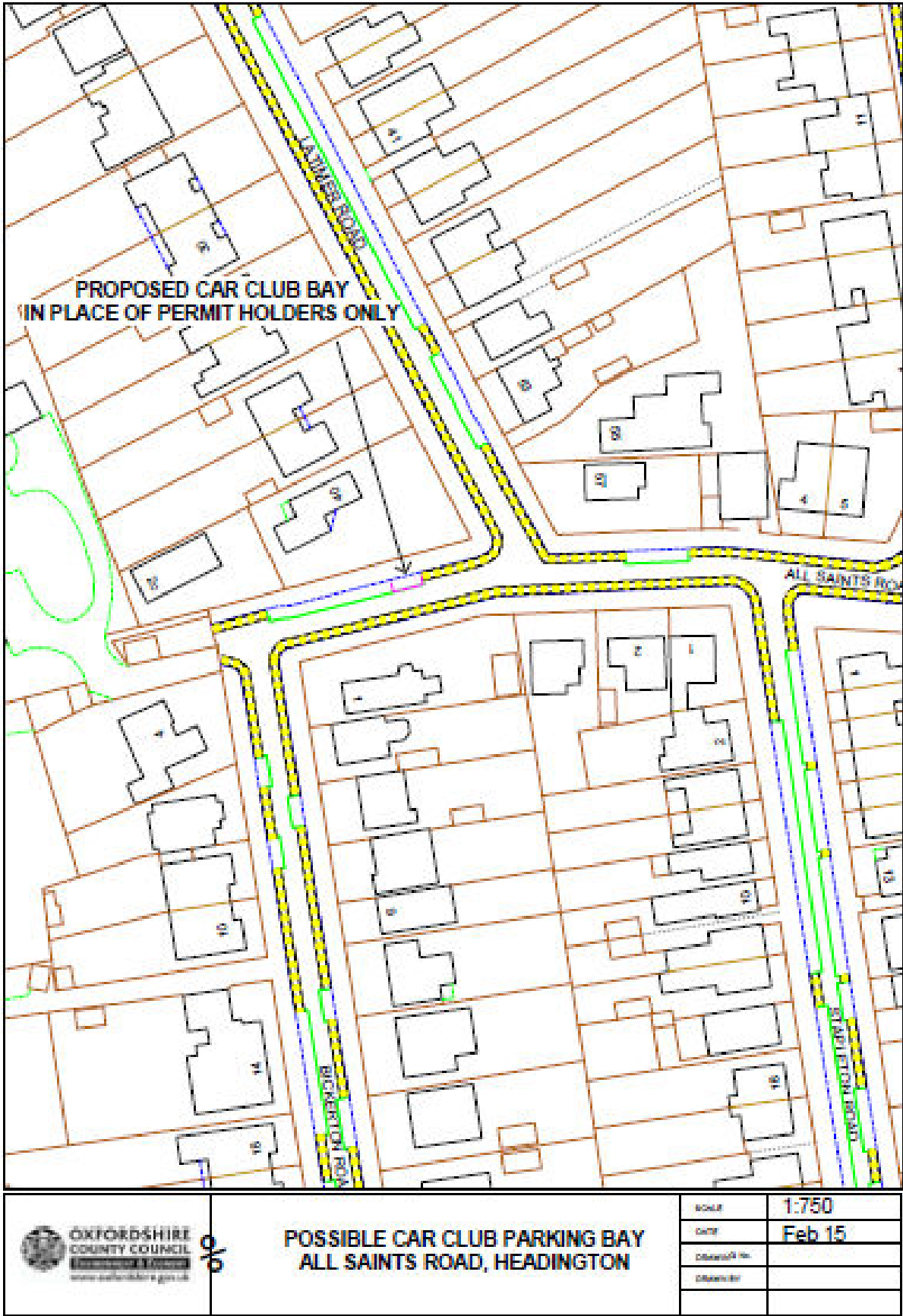
MARK KEMP

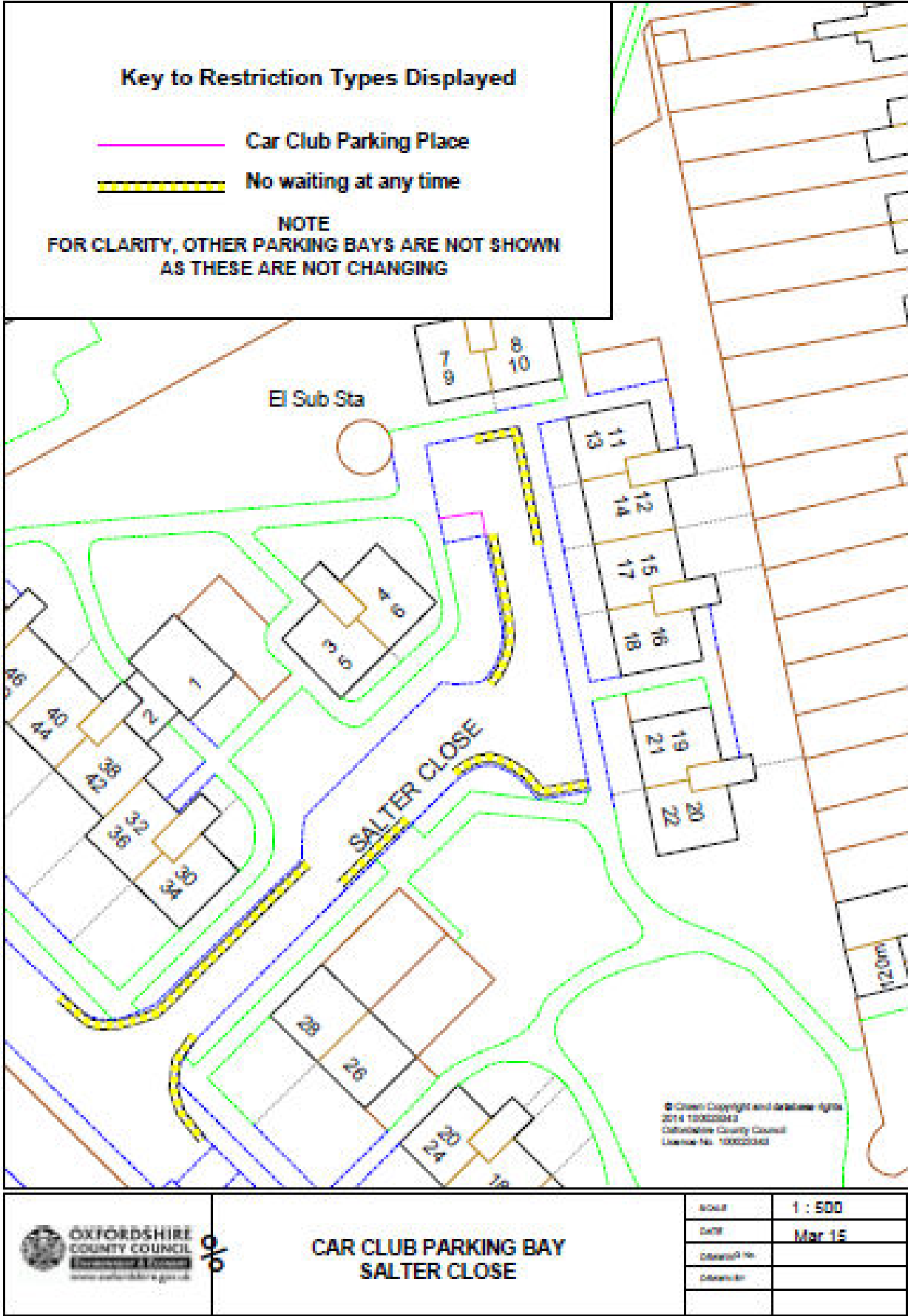
Deputy Director for Environment & Economy (Commercial)

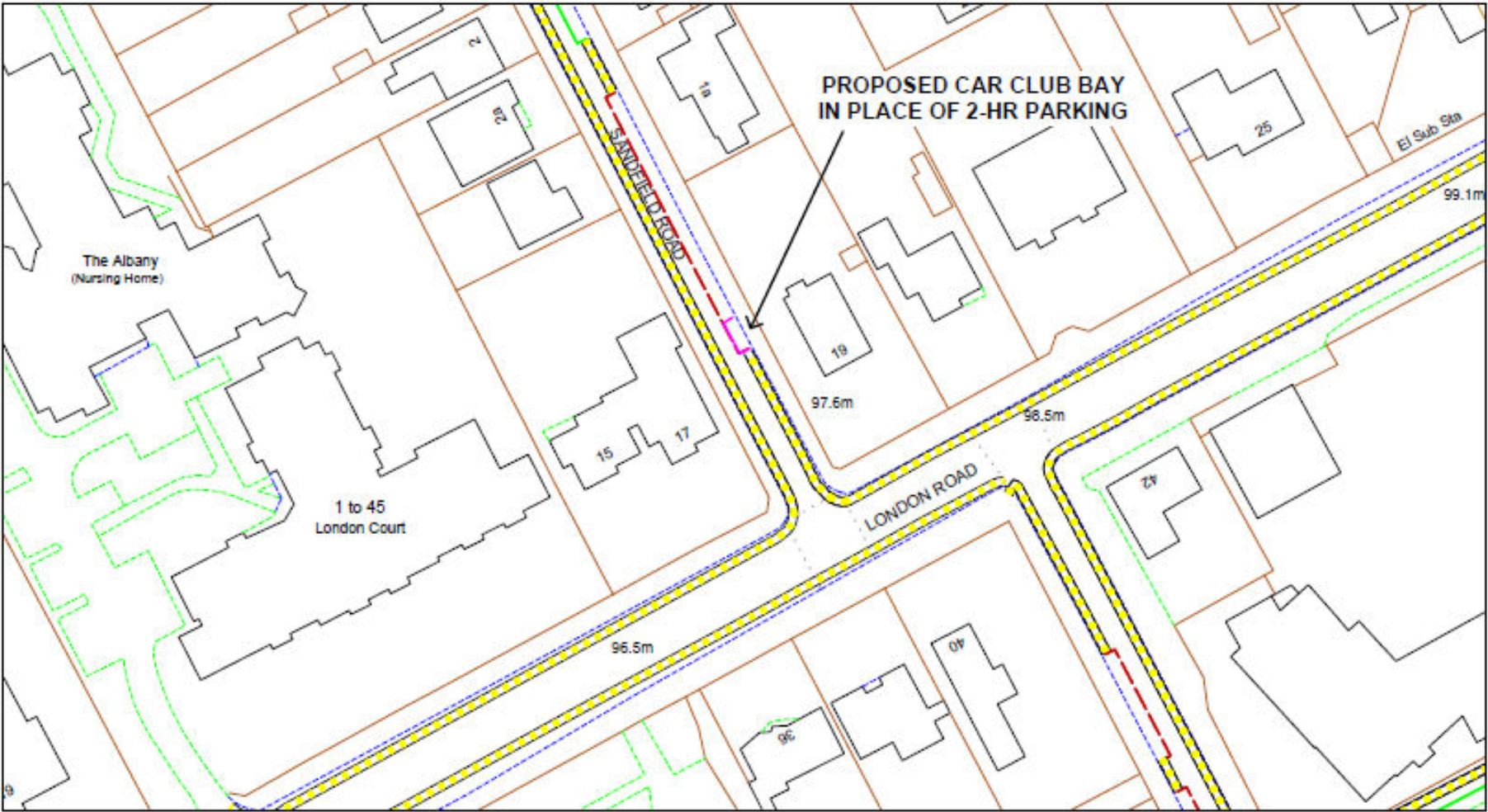
Background papers: Consultation documentation


Contact Officers: Owen Jenkins 01865 323304

September 2015







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

RESPONDENT	SUMMARISED COMMENTS
<p>Resident of Latimer Road (regarding the proposed bay on All Saints Road)</p> <p>Page 9</p>	<p>I refer to your letter of 11 June addressed to 'The Resident'. I am surprised that you do not have our names given that we are on the electoral roll. I think your lack of effort in identifying us by name reflects the fact that your proposals for parking in All Saints Rd affect just two houses. With that in mind, and reflecting your failure to deal with the families most affected on a personal basis, I am consulting both planning advisers and my lawyers over how I can both prevent this project going forward, how I can add to your costs, and if the project does proceed does, how I can continue to take legal action against the commercial organisation running the car share scheme so as to make it a non-viable proposition.</p> <p>As no doubt the Council is aware, this scheme is being promoted by a private company that organises car share schemes on a full commercial basis that also includes sales to local authorities and NHS bodies. One of the ways it does so is to persuade groups of local residents to form "Car Clubs"(that have no legal standing) and, in this case at least, it uses such clubs to persuade local authorities to provide free parking facilities so as to avoid the cost of paying for private parking facilities for its vehicles. All this is conducted under a very thin veneer that the activity is of social value and that the company in question both delivers social value and acts as a social enterprise. In practice, it is a car rental company like Enterprise or EuropCar but with a different commercial model.</p> <p>I don't believe that the proposal from the Car Club is anywhere near a legitimate social enterprise scheme with any measurable social impact. It is no more than a car rental business set up to make a profit. As such, it should not be receiving any form of support in kind from the Council, especially where that support results in reducing the amenities available to local residents (in the form of car parking spaces). So we will clearly, in due course, need to understand how such a self-evidently weak proposition has made so much progress with the Council, and at what cost to the taxpayer.</p>
<p>Resident of London Road</p>	<p>Objects to the removal of the Two-hour parking space for the following reasons:- 1. With limited car parking spaces at London Court the parking spaces helpful residents. Many residents have</p>

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

Division(s): Rose Hill & Littlemore
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## **CABINET MEMBER FOR ENVIRONMENT – 11 FEBRUARY 2016**

### **PROPOSED WAITING RESTRICTIONS – LITTLEMORE OXFORD**

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

#### **Introduction**

1. This report presents objections received in the course of the statutory consultation on a proposal to introduce additional 'no waiting at any time' restrictions on part of Cowley Road in Littlemore, Oxford.

#### **Background**

2. As a condition of the granting of planning consent for a small development at the junction of Cowley Road and Pibley Furlong, funding has been provided to implement parking restrictions in the vicinity to improve safety and traffic flow.

#### **Consultation**

3. Formal consultation on the proposals shown at Annex 1 was carried out between 1 and 30 October 2015. Letters were sent to occupiers of premises adjacent to the proposed restrictions and notices posted on street. The proposals were advertised in the Oxford Times on 1 October, with an email sent to statutory consultees including Thames Valley Police, Fire & Rescue Service, Ambulance service and the local County Councillor.
4. Two objections were received from residents of Cowley Road; there was also an objection by telephone to the restrictions in Champion Way but this was not followed up in writing as requested. The grounds for objection were that as local residents did not have any off-street parking space was therefore required on the highway for parking their vehicles and, separately, that the removal of the parking would result in increased traffic speeds and therefore potential increased risk. County Councillor Tanner expressed his support for the proposals. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.

#### **Response to objections**

5. Most of the housing in this part of Cowley Road was constructed without provision for off-street car parking and it is accepted that some residents in the area have no practical alternative to enable parking near to their properties.
6. The length of Cowley Road where the restrictions are proposed is subject to a 20mph speed limit with narrowings at intervals along the carriageway with the

object of reducing traffic speeds as vehicles from one direction have to give way to those from the opposite direction. Parked vehicles on the carriageway further contribute to the generally low traffic speeds at peak times. Whilst the removal of parked vehicles from the carriageway could result in increased vehicle speeds, the presence of such vehicles can be a hazard to pedestrians crossing the road as their vision of approaching traffic can be obstructed. Nevertheless the existing narrowings provide adequate provision for pedestrians to cross in safety. In the last five years there have been no recorded accidents in the lengths of road subject to the advertised proposals.

7. Having taken into account the objections received and having reviewed the accident history in the area there would appear to be no need to completely restrict parking along Cowley Road at its junctions with Pipleys Furlong, Champion Way and Longwall and between. However, it is considered that parking should be restricted in the immediate vicinity of the junctions in order to provide adequate vision for vehicles turning at the junctions and to provide visibility for pedestrians crossing the side roads. It is therefore recommended that the proposals be modified to reduce the lengths of restriction to leave as much space as possible for on-street parking without significantly compromising road safety. These modified proposals are shown at Annex 2.

### **How the Project supports LTP4 Goals**

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

### **Financial and Staff Implications (including Revenue)**

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

### **RECOMMENDATION**

10. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the revised proposals as described in the report.**

MARK KEMP

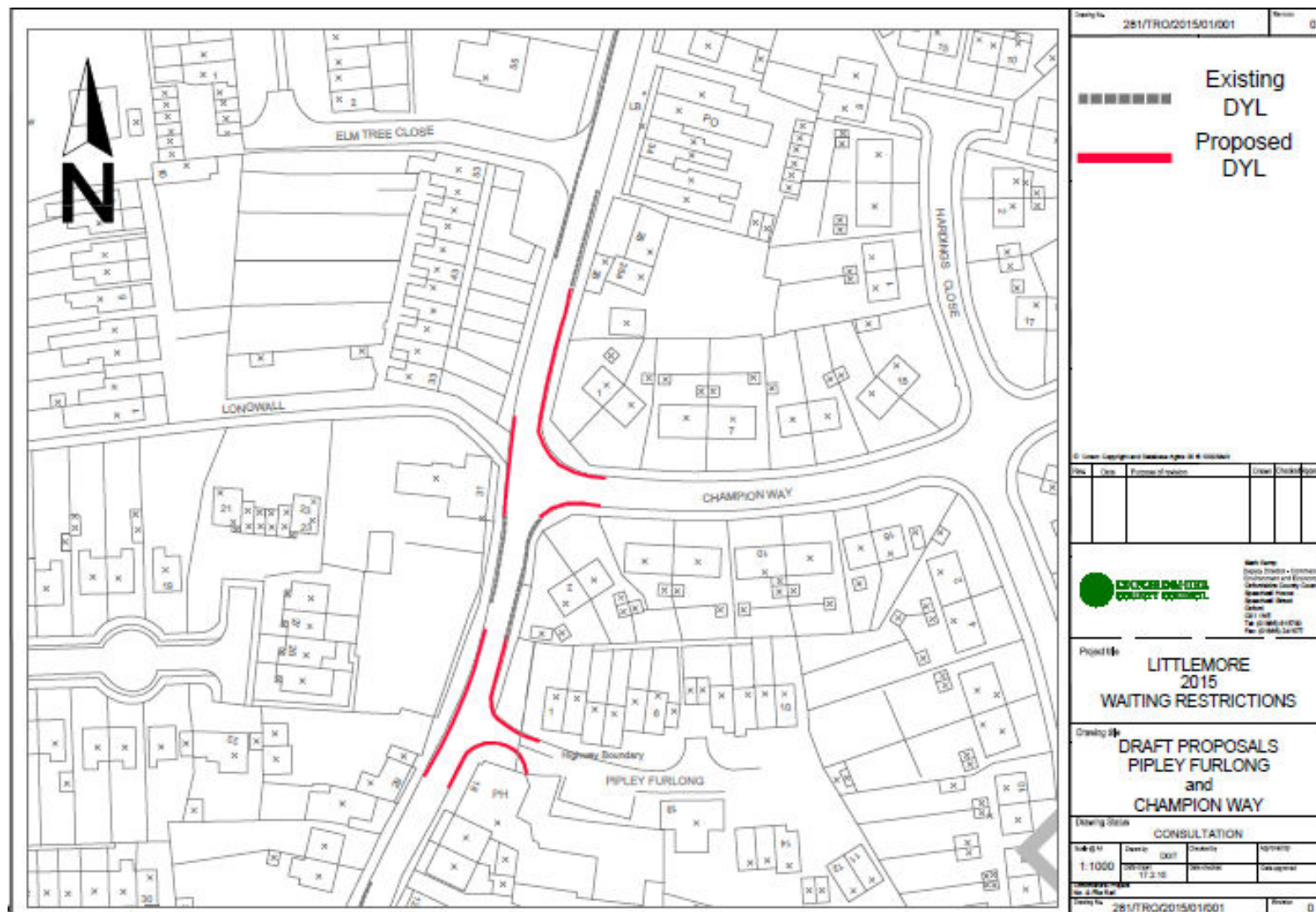
Deputy Director of Environment & Economy (Commercial)

Background papers:      Speed surveys  
                                 Planning consent

Contact Officers:            Owen Jenkins 01865 323304

January 2016









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CMDE6

Divisions: Barton, Sandhills and Risinghurst; Headington & Quarry
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## **CABINET MEMBER FOR ENVIRONMENT– 11 FEBRUARY 2016**

### **PROPOSED DISABLED PERSONS PARKING PLACES, VARIOUS LOCATIONS, OXFORD PLUS REMOVAL OF AN EXISTING PARKING BAY IN WINDMILL ROAD, HEADINGTON**

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

#### **Introduction**

1. This report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Oxford City. Also considered is a proposal to replace a permit bay with double yellow lines in Windmill Road, Headington to allow vehicular access to off-street parking.

#### **Background**

2. New DPPPs have been requested in Malford Road, and Quarry High Street, Oxford - these locations are shown at Annexes 1 & 2. These proposed bays have been requested in the first location by a disabled resident and in the second by Cornerstone Church. This report considers the outcome of the formal consultation held on these proposals. Other proposals for DPPPs advertised at the same time and which were unopposed have been dealt with under my delegated authority to avoid unnecessary delays to applicants. Separately a request has been received from a resident of Windmill Road whose recently-constructed off-street parking space is compromised by the permit holders parking bay outside No. 72 and is seeking its removal.

#### **Formal Consultation**

3. Oxfordshire County Council sent a copy of the draft traffic regulation orders, statement of reasons, and a copy of the public notices appearing in the local press, containing the proposed parking place changes to formal consultees on 9 December 2015. These documents, together with supporting documentation as required and plans of the proposed DPPPs, were deposited for public inspection at County Hall and local libraries. These are also available for inspection in the Members' Resource Centre. At the same time, the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site as appropriate and in the Oxford Times.

4. One objection has been received in respect of each of the proposed DPPPs in Malford Road and Quarry High Street and three objections in respect of the bay removal in Windmill Road. These are summarised at Annex 3, together with Officer's responses.

## **Responses**

5. Having carefully considered the points made by the objectors, and recognising that in locations where parking is congested the disabled are often at a greater disadvantage, it is proposed that the proposal in Malford Road proceeds as advertised. It is also proposed that the bay removal in Windmill Road proceeds to allow access at all times to the hard-standing at Windmill Road. However, in respect of the proposed DPPP in Quarry High Street it is suggested that this is deferred to allow further efforts to reach a compromise solution.

## **Financial and Staff Implications (including Revenue)**

6. The cost of the proposed work under consultation, including that described in this report, will be met by developer funding, and that of the DPPPs from the fund set up for this purpose.

## **RECOMMENDATION**

12. **The Cabinet Member for Environment is RECOMMENDED to**
  - (a) **approve implementation of the proposed new DPPP in Malford Road, and the removal of the permit bay in Windmill Road as advertised;**
  - (b) **defer implementation of the bay in Quarry High street to allow further consultation in order to reach a compromise solution.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

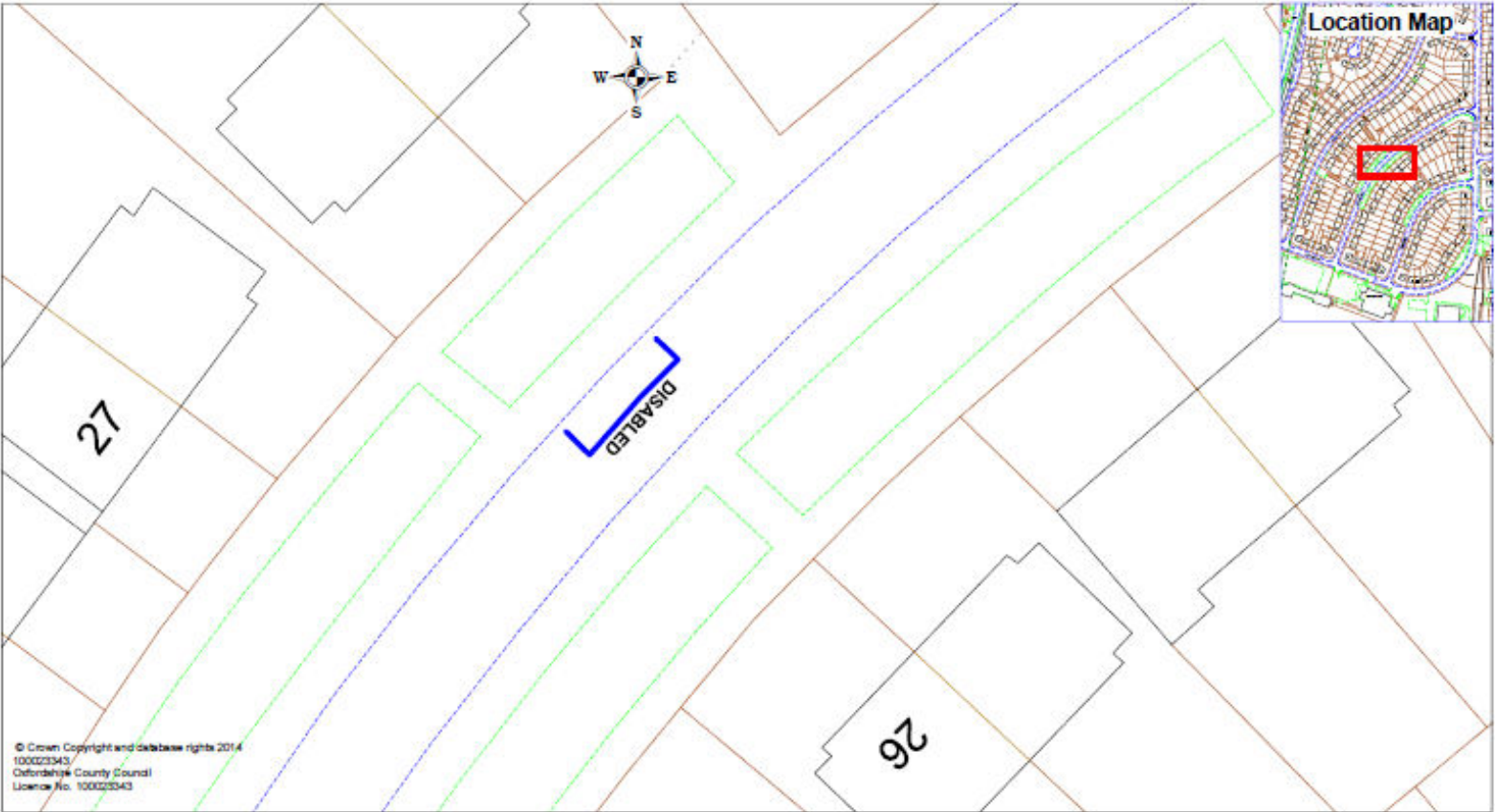
Contact Officers: Owen Jenkins 01865 323304

February 2016

CMDE6

**ANNEX 1**

CMDE6



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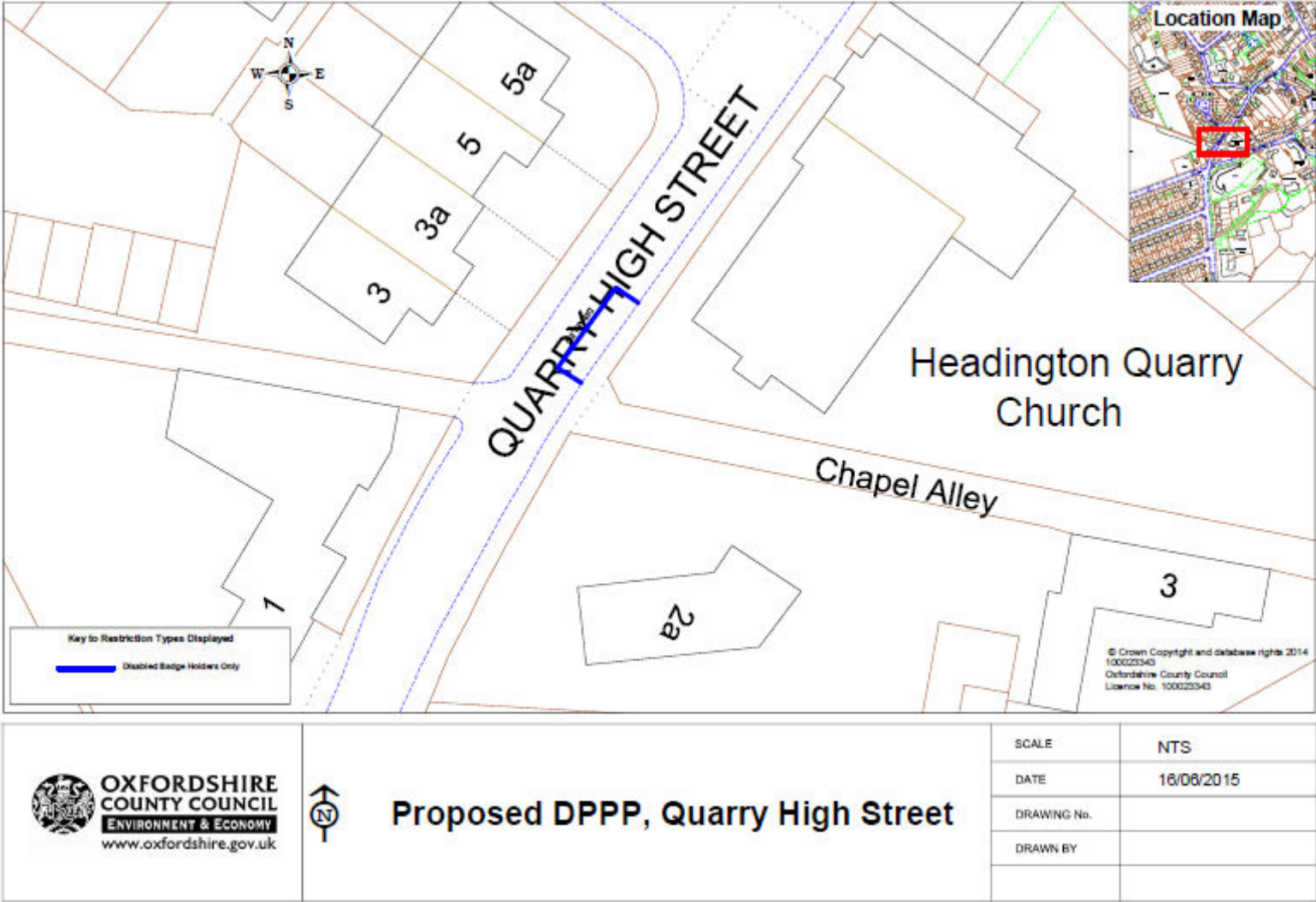
**OXFORDSHIRE  
COUNTY COUNCIL**  
ENVIRONMENT & ECONOMY  
www.oxfordshire.gov.uk



**Proposed DPPP  
Malford Road, Barton**

SCALE	NTS
DATE	09/09/2015
DRAWING No.	
DRAWN BY	





## RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
<b>Proposed DPPP in Malford Road, Oxford</b>		
Resident, Malford Road	<p>The Street notice is inaccurate.</p> <p>Objects to the proposal as it would affect the value of their property. Their neighbour's home at No 33 is council owned and the bay would be better outside there because No 33 has off-road parking. This would be nearer for the applicant to walk.</p>	<p>The initial street notice was inaccurate but was changed promptly once this was realised; the letters sent to residents was accurate.</p> <p>As Malford Road is an adopted highway the frontagers have no individual rights over it and the matter of property value is not relevant. The applicant lives opposite No. 33 but has a grass verge in front of her property. She uses a tarmac footway to reach the road which is directly opposite the location of the proposed bay and the closest for her. The road is too narrow for parking on both sides and cars park between the dropped kerbs opposite the applicant's home. The objector has off-road parking.</p>
<b>Proposed DPPP in Quarry High Street, Oxford for Cornerstone Church</b>		
Resident, Quarry High Street	<p>Proposed bay would be opposite his home. The proposed location is not the problem, but believes a DPPP is not necessary. The church would only use the bay for 2 hours on Sundays when parking is available. They put out cones anyway which seems to be successful. During the week, parking is congested as commuters to the hospitals who cannot park in the nearby permit zones park here as well as residents.</p>	<p>The church advises they have services every Sunday and less frequent meetings at other times. The traffic cones (which have no legal status) are not always successful because other motorists move them to park themselves.</p>

CMDE6

<b>Proposed removal of permit holders only bay, Windmill Road, Headington</b>		
A business, Windmill Road	Opposes the proposal as customers need to park in the bay to load large items. Would like the bay converted to a limited time bay, together with a few more short stay spaces nearby for the benefit of his customers.	The proposed removal is to allow access to the hard-standing. Customers cannot legally park in the permit bay without permits. A limited time bay would still block the hard-standing. Customers could use the existing double yellow lines to load and unload only provided they were not causing an obstruction.
Resident, Windmill Road	Opposes the proposal. Advises the house is unoccupied and for sale. The proposed removal of the bay is not in the interests of other residents in an area with scarce on-street parking. If the proposal were successful, it would lead to other residents requesting dropped kerbs and the loss of other on-street parking bays.	Both present and future owners of the property would expect unencumbered use of the hard-standing which requires the removal of the bay. The draft proposals for changes to Windmill Lane within the Access to Headington project envisages the removal of all parking bays in the section of road, which may lead to additional off-street parking being created.
Resident Windmill Road	On-street parking is in short supply in Windmill Road. Non-permit holders park in the existing permit bays and enforcement of the bays is not evident. Suggests further parking outside No's 72A to 76.	As above. Enforcement is provided by NSL and they can be contacted about this.

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Division(s): Benson & Cholsey
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## **CABINET MEMBER FOR ENVIRONMENT – 11 FEBRUARY 2016**

### **PROPOSED AMENDMENT TO PROHIBITION OF DRIVING ORDER - CHOLSEY OLD READING ROAD / CAPS LANE**

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

#### **Introduction**

1. This report presents comments and objections received in the course of a statutory consultation on a proposal to amend the existing Prohibition of Driving Order that currently applies on the full length of the Old Reading Road at Cholsey between its junction with Caps Lane and the southern end of this road, which is closed off where it meets the A329 Wallingford – Reading Road, as shown at Annex 1.

#### **Background**

2. In July 2015 South Oxfordshire District Council approved – following extensive local consultation – a planning application relating to the use of land adjacent to the Old Reading Road for an agricultural business. The approved access arrangements included the relocation of the current access to the business (point A as marked in the plan at Annex 1) in Caps Lane. This required the existing Prohibition of Driving Order on the Old Reading Road - which provides for no exemptions for any purpose along its length – to be amended to permit use by vehicles requiring access to land adjacent to the road.
3. It should be noted that a planning condition to also provide a no left turn restriction from the Old Reading Road into Caps Lane was subsequently removed by South Oxfordshire District Council following further discussions with the County Council's Road Agreements Team as the workability of such a restriction was agreed to be impractical given that there was no viable means of making the restriction self-enforcing.

#### **Consultation**

4. The formal consultation on the proposal was carried out between 25 November and 24 December 2015 and included letters to properties in the immediate area and emails to statutory consultees, including Thames Valley Police, the Fire and Ambulance services, Cholsey Parish Council and the local County Councillor. A notice of the proposal was also published in the Didcot Herald.

5. Nine responses were received. 5 objections, 2 responses raising one or more areas of concern, 1 in support. Thames Valley Police responded raising no objection. These responses are summarised at Annex 2. Copies of the full consultation responses are available for inspection in the Members' Resource Centre.
6. Thames Valley Police had no objection in principle to the proposals providing the existing gate at the Caps Lane junction was retained and suggested that exempt users should be provided with a key/code to gain access.
7. County Councillor Mark Gray expressed concerns that the proposed access arrangements would lead to additional traffic on Caps Lane, posing dangers to pedestrians walking on this narrow road and suggested that a far preferable arrangement would be for the opening of the Old Reading Road where it met the A329 (point B on the plan at Annex 1).
8. Cholsey Parish Council expressed concerns over sight lines, in particular in relation to the use of the new access by large delivery vehicles and also requested that warning signs be provided on the old Reading Road and on Caps Lane.
9. Objections were received from five parties (9 individuals) who live in Caps Lane on the grounds of increased risk of accidents on both Caps Lane and its junction with the A329 and the loss of amenity for residents and the current users – including pedestrians and cyclists – of Caps Lane due to increased traffic. Several of the responses strongly recommended that the access to the Old Reading Road should be provided by creating a new junction at its south end where it met the A329 (point B on the plan at Annex 1). Concerns were also expressed that the proposals benefited only one party and that public money was being spent to facilitate a private business and that the proposals would increase the risk of unauthorised use of the Old Reading Road.
10. Some respondents referred to the left turn prohibition from Old Reading Road to Caps Lane that was included as a planning condition but subsequently removed by South Oxfordshire District Council and therefore not the subject of this consultation. Concerns were expressed about how compliance with this restriction would be enforced.
11. The response of the agricultural business noted that planning approval was given after full consideration of the traffic impact of the proposals.

### **Response to objections and concerns**

12. The comments of Thames Valley Police are noted. While the proposed traffic regulation order does not make specific provision for the operation of the gate, it is envisaged that this will be kept locked outside the times when access is required to the premises.
13. County Councillor Gray's suggestion that the access to the site should be provided by creating a new junction with the Old Reading Road at point B shown at Annex 1 is noted. However, the creation of an additional access

onto a busy 'A' class road is not considered advisable on road safety grounds, given that the existing Caps Lane junction with the A329 has a very good safety record with no injury accidents reported since 2000. Furthermore, as part of the Cholsey Meadow development the speed limit was reduced here to 40mph in 2012, which should further enhance safety.

14. A new junction with the A329 with only quite light use by vehicles accessing the business might be expected to have a higher than average risk of shunt type accidents behind vehicles turning right off the A329, as these movements may be less expected by other road users. assuming a gate was also provided at this junction it could prove problematic if vehicles were to turn into the new junction find that they were unable to proceed due to the gate being locked and then have to manoeuvre back on to the busy A329.
15. It is accepted that Caps Lane itself is a narrow road with no footway and several bends, but the revised access arrangements mean that vehicles travelling to and from the business will – if accessing from Caps Lane from the A329 – only use a very short part of the lane where there are no residential premises directly fronting onto the lane. Traffic speeds on Caps Lane by the Old Reading Road junction are – in addition to the 30mph speed limit – significantly constrained by the proximity to the A329 junction and the bends to the west on Caps Lane itself.
16. The accident record on Caps Lane is also very low, with only one slight injury accident reported since 2000.
17. Cholsey Parish Council's concerns over the use of Caps Lane – and in particular by large vehicles – and requests for warning signs are also noted. As mentioned above the proposed revised access arrangements will mean that vehicles accessing the premises from the A329 have no need to travel along the narrow part of the lane. Notwithstanding this, consideration could be given to providing signs (at the applicant's expense) warning drivers of the absence of a footway.
18. The objections on the part of the residents relating to road safety and that the creation of a new junction with the A329 at the southern end of the Old Reading Road would be a far preferable option have been discussed above.
19. Some residents also were very concerned that public funds might be used to facilitate the operation of the business. However, all the costs of implementing the revised arrangements if approved would be met by the business. In addition, the developer has funded the cost of the Traffic Regulation Order.
20. Residents also expressed a concern that the removal of the concrete blocks currently placed in front of the highway gate might – together with the more regular opening of the gate in connection with the operation of the business – lead to more risk of unauthorised use of the road. The intention is, however, that the gate will be locked at times when use associated with the business is not required. It should also be noted that the same potential issue would arise with the suggested creation of a new junction with the Old Reading Road and the A329.

### **How the Project supports LTP3 Objectives**

21. The proposals would help facilitate the flow of motor traffic in the area by creating a more suitable access to agricultural land to the one currently in use on Caps Lane.

### **Financial and Staff Implications (including Revenue)**

22. Funding for the proposal is being delivered by the developers of land; the appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties.

### **RECOMMENDATION**

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

MARK KEMP

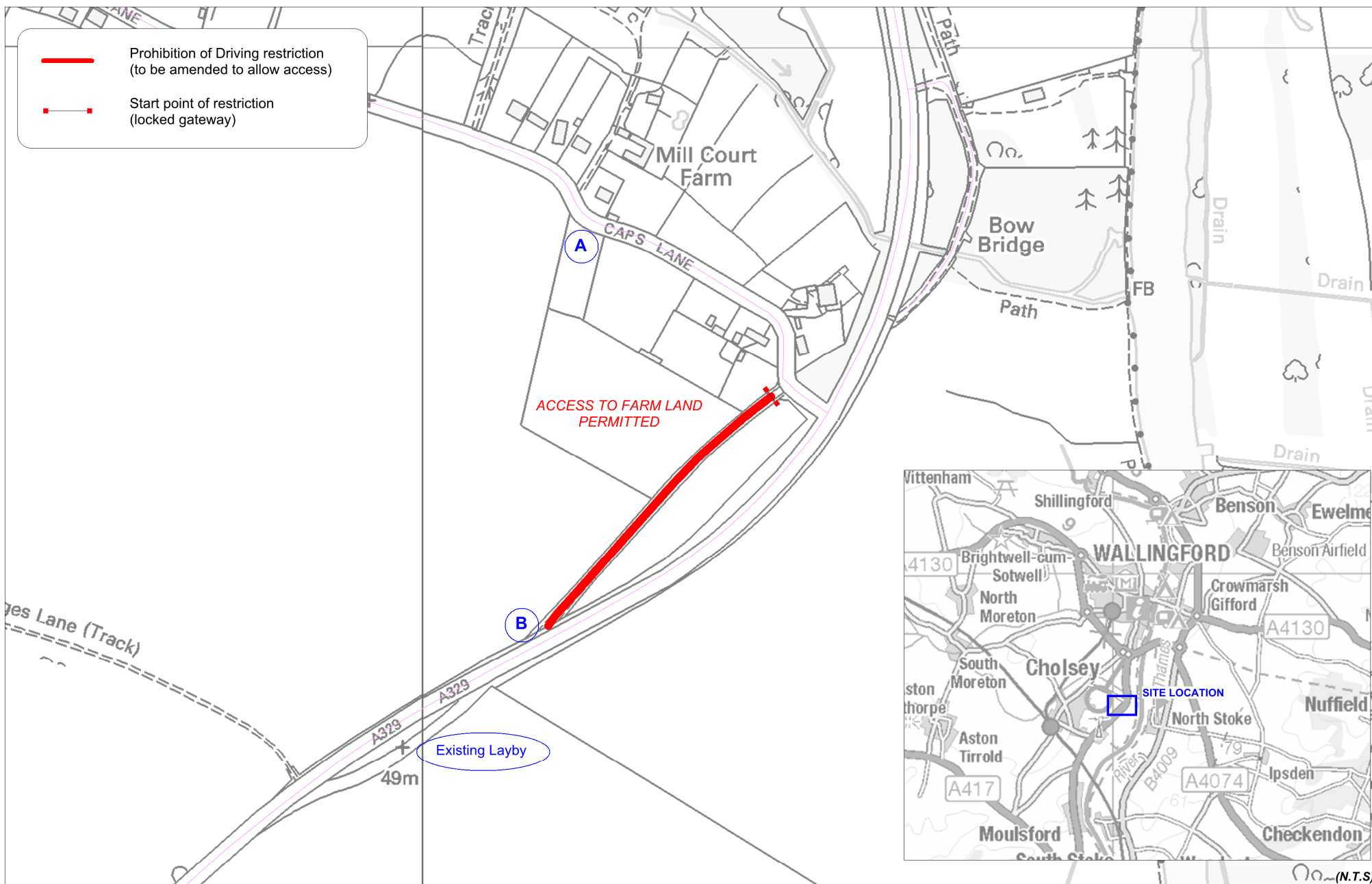
Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation responses

Contact Officers: Owen Jenkins 01865 323304

January 2016





**ANNEX 2**

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection providing that the existing physical restriction (gate) remains in place. Notes that this kind of restriction will feature extremely low in terms of policing priorities.
County Councillor Gray	No objection – but is concerned about the level of traffic exiting the access. Would rather see access opened at the southern end, with a junction directly onto the A329. Is concerned about safety of pedestrians on Caps Lane.
Cholsey Parish Council	No objection – but is concerned about the safety of large vehicles entering the amended location and would like to see warning signs placed on Caps Lane to increase safety for pedestrians/cyclists.
Developer / Applicant	<p>Supports – and notes that:-</p> <ul style="list-style-type: none"> <li>▪ Planning permission for the development was granted and consideration given to the impact on local residents .</li> <li>▪ The occasional use would cause minimal disturbance and poses no danger to local residents.</li> <li>▪ Current access arrangements are not suitable for the requirements.</li> <li>▪ Business has already suffered due to the drawn out process and believes rural businesses should be encouraged.</li> </ul>
Local Resident	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Opening the road after 40 years will have immediate impact on local residents.</li> <li>▪ Feels the proposal is in fact creating a private road for the local landowner and that they should bear the costs of maintaining the road should approval be given,</li> <li>▪ Believes the creation of a cul-de-sac would only encourage fly-tipping and has concerns about cost of clearing waste.</li> </ul>

	<ul style="list-style-type: none"> <li>Has concerns that removing the concrete blocks from the gated entrance will encourage members of the travelling community to return.</li> <li>The safety of vehicles will be compromised due to the increase in traffic wishing to enter/exit an already dangerous junction.</li> <li>Allowing vehicles to access the previously closed section of road will significantly impact on the safety of walkers and cyclists who are regularly seen in the area.</li> </ul>
Local Resident	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> <li>Concerned about safety with regards to increased traffic onto and off the A329, feels the combination of 50mph speed limit and road layout make it particularly hazardous,</li> <li>Would rather see access opened at the southern end, with a junction directly onto the A329,</li> <li>Concerned about the cost to taxpayers with regards to the proposal.</li> </ul>
Local Resident	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> <li>Concerned that there will be no control over the amount of increased traffic using the new access.</li> <li>Believes that safety of vehicular traffic will be compromised through the increased use of the junction with the A329.</li> <li>Concerned about the unsuitability of Caps Lane for increased amount and weight of vehicles likely to use it and feels the current no right turn will not be enforced effectively.</li> <li>Would rather see access opened at the southern end, with a junction directly onto the A329.</li> </ul>
Local Resident	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> <li>Feels the proposal is in fact creating a private road for the local landowner with no other beneficiaries.</li> <li>Believes the creation of a cul-de-sac would only encourage fly-tipping.</li> <li>Has concerns that removing the concrete blocks from the gated entrance will encourage members of the travelling community to return.</li> <li>The safety of vehicles will be compromised due to the increase in traffic wishing to enter/exit an already</li> </ul>

	<p>dangerous junction.</p> <ul style="list-style-type: none"> <li>▪ Feels the current no right turn will not be enforced effectively.</li> <li>▪ Wants to ensure that all associated costs are borne by the local land owner and not the Council.</li> </ul>
Local Resident	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ The safety of vehicles will be compromised due to the increase in traffic wishing to enter/exit an already dangerous junction.</li> <li>▪ Concerned about the unsuitability of Caps Lane for increased amount and weight of vehicles likely to use it, and feels the current no right turn will not be enforced effectively.</li> <li>▪ Feels the current restriction should remain as it to ensure safety for local residents and those using the A329 Reading Road.</li> </ul>

## **CABINET MEMBER FOR ENVIRONMENT – 11 FEBRUARY 2016**

### **PROPOSED RAISED ZEBRA CROSSING – OXFORD HILL, WITNEY**

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

#### **Introduction**

1. This report considers objections received as a result of a formal consultation on a proposal to introduce a raised zebra crossing in place of an existing 'standard' zebra in Oxford Hill, Witney. This proposal was initially considered by the Cabinet Member for Environment on 8 October 2015. A copy of that report is attached at Annex 1.

#### **Background**

2. At the October 2015 meeting a decision regarding alteration of the crossing was deferred to consider further the justification for the works which was not considered to be sufficiently clear, including the appropriateness of the use of a raised feature on a main route into Witney town centre.

#### **Response to deferral**

3. The proposed raised zebra crossing is a modification to a crossing which has been in place since 2003. Automatic traffic surveys carried out in 2011 and in 2015 in the general area of the crossing show that 85<sup>th</sup> percentile speeds are above 33mph, which is close to that recommended for a zebra crossing. During the planning process, discussions between the developer of the adjacent housing site and District and County Council officers concluded that a signalled crossing would not be appropriate for this location but in the light of the survey information, some means to reduce traffic speeds would be highly desirable. Records show that there have been four reported road traffic accidents within the last 10 years at the site one of which was in the last 5 years.
4. With regard to the question of the appropriateness of a raised feature on a main route into the town centre (Oxford Hill is a B road) it should be noted that similar treatments are already in place on the A4095 through Long Hanborough, a road with very similar traffic flows, where raised signalled crossings and a raised zebra crossing have been provided. Furthermore, as noted in the October report, in response to objections from Stagecoach the design of the proposed feature has been modified to make it more 'bus-friendly'.

## **Conclusion**

5. In the light of the additional information regarding traffic speed in the vicinity of the proposed raised crossing, and the successful application of similar treatments in other locations across the County, it is recommended that the raised crossing be approved for construction.

## **How the Project supports LTP4 Goals**

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

## **Financial and Staff Implications (including Revenue)**

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

## **RECOMMENDATION**

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

MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers:      Speed surveys  
                                 Planning consent

Contact Officers:              Owen Jenkins 01865 323304

January 2016

Division(s): Witney North & East
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## **CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2015**

### **PROPOSED RAISED ZEBRA CROSSING – OXFORD HILL, WITNEY**

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

#### **Introduction**

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

#### **Background**

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

#### **Consultation**

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

#### **Objections and concerns**

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

increased air and noise pollution, increased road surface wear, delays to emergency response times and additional queuing traffic at the approach to crossing.

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

### **Response to objections and concerns**

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

### **How the Project supports LTP4 Goals**

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

### **Financial and Staff Implications (including Revenue)**

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

### **RECOMMENDATION**

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



MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers:      Plan of proposed crossing  
                                 Consultation responses

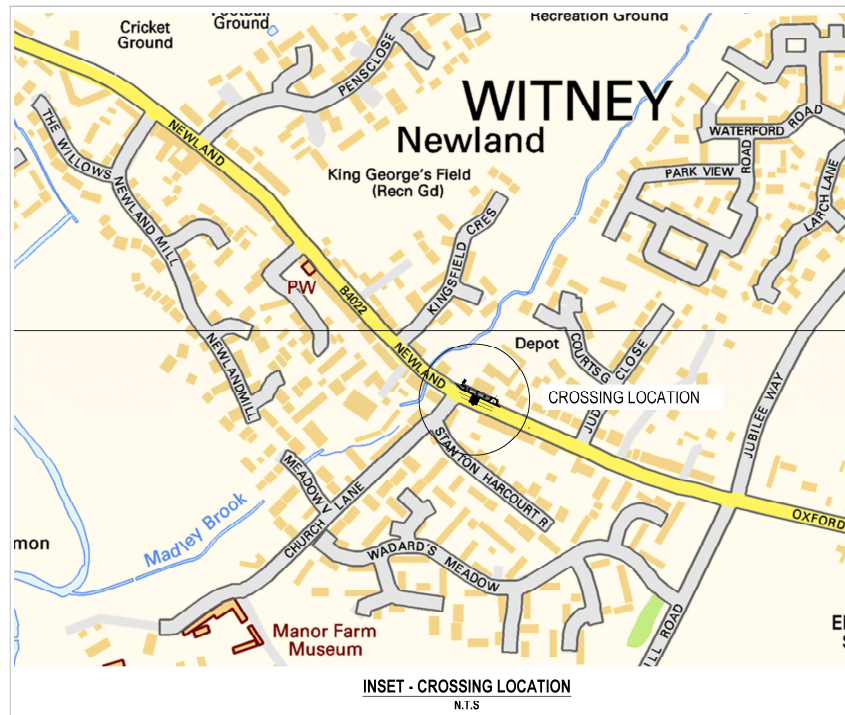
Contact Officers:          Owen Jenkins 01865 323304

October 2015



EXISTING DWELLING

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



INSET - CROSSING LOCATION  
N.T.S

## NOTES

1. THE PROPOSED DEVELOPMENT CONSISTS OF 14 NO. DWELLING HOUSES  
(4 No. 2 BED : 7 No. 3 BED : 3 No. 4 BED)  
PLANNING REFERENCE : 13/1555/R/TP
2. EXISTING SPEED LIMIT ALONG OXFORD HILL IS 30mph.
3. LAINE WIDTHS ARE AS EXISTING.
4. PROPOSED LAYOUT HAS BEEN DESIGNED IN ACCORDANCE WITH OXFORDSHIRE COUNTY COUNCIL CURRENT STANDARDS
5. ALL ADAPTABLE HIGHWAY WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE DfT SPECIFICATION FOR HIGHWAY WORKS.

**LEGEND -**

## HIGHWAY SURFACING

PROPOSED FOOTWAY  
(SEE NOTES)

PROPOSED CROSSOVER CONSTRUCTION

 TACTILE BLISTER PAVING - BUFF

Mark	Revision	Drawn	Date	Chkd

Mark	Revision
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SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status
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FOR CONSULTATION

1 OXFORD HILL

## PROPOSED HIGHWAYS AMMENDMENTS RAISED CROSSING LOCATION

Client



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the UK and Europe  
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Date of 1st Issue

Date of 1st Issue  
30.06.15

A1 Scale

1:100 @ A1 1:2

Drawing Number

Drawing Number  
**32343**

32343\_

File Location: \\02\\M3 - the burner drive site, c:\net\bill\_milroy\02\\M3\\0205\_013, no mobile communication data

## ANNEX 2

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

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