



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

***Thursday, 20 July 2017 at 10.00 am***

***Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Friday 28 July 2017 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

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

Peter G. Clark  
Chief Executive

July 2017

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

Note: Date of next meeting: 7 September 2017

**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 Amendment to Bus Lane, A4165 Banbury Road, Oxford (Pages 1 - 6)

*Forward Plan Ref:* 2017/053

*Contact:* Anthony Kirkwood, Assistant Principal Engineer Tel: (07392318871)

Report by Director for Infrastructure Delivery (**CMDE4**).

On 25 August 2016 an experimental Traffic Regulation Order came into effect which reduced the extent of the bus lane on the A4165 Banbury Road on the approach to its junction with the A40 at Cutteslowe roundabout as part of the major improvement scheme to the A40 Cutteslowe and Wolvercote roundabouts which were completed in October 2016. The report presents responses received in the course of a statutory consultation on a proposal to make that amendment to the bus lane permanent.

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

**5. Proposed One Way Restriction, Lambs Crescent, Banbury** (Pages 7 - 14)

*Forward Plan Ref:* 2017/043

*Contact:* Anthony Kirkwood, Assistant Principal Engineer Tel: (07392318871)

Report by Director for Infrastructure Delivery (**CMDE5**).

This report presents responses received in the course of a statutory consultation on a proposal to introduce a one-way restriction on Lamb's Crescent between its junctions with Hightown Road and Kilbale Crescent. The restriction is being proposed in conjunction with the planned introduction of traffic signals at the junction of Hightown Road and Bankside, which is intended to increase the capacity of this junction to accommodate additional transport demands in this part of Banbury arising from nearby development.

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

**6. Proposed Zebra Crossing, B471 Oxford Road, Woodcote** (Pages 15 - 22)

*Forward Plan Ref:* 2017/056

*Contact:* Anthony Kirkwood, Assistant Principal Engineer Tel: (07392318871)

Report by Director for Infrastructure Delivery (**CMDE6**).

This report presents responses received in the course of a statutory consultation on a proposal to provide a zebra crossing on the B471 Oxford Road just south of its crossroads junction with the South Stoke Road and Reading Road at Woodcote. The has been promoted by Woodcote Parish Council to improve the safety and amenity of pedestrians crossing the B471 Oxford Road at this location, and if approved, would be funded by them.

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

**7. Proposed Zebra Crossing and Creation of New Junction of Mill Lane with Thame Road, Chinnor** (Pages 23 - 34)

*Forward Plan Ref:* 2017/023

*Contact:* Anthony Kirkwood, Assistant Principal Engineer Tel: (07392318871)

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents responses received in the course of a statutory consultation on a proposal to provide a zebra crossing on the B4445 Thame Road just north west of its junction with the B4009 Lower Road and to close the existing junction of Mill Lane with the B4445 and B4009, with a new junction being constructed with the B4445 Thame Road approximately 75 metres north west of the existing

crossroads junction of these roads. The proposals have been promoted to accommodate additional transport demands arising from the development of land to the north of Mill Lane and west of Thame Road

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

**8. Proposed Extension of 30mph Speed Limit on the A4074 at Nuneham Courtenay (Pages 35 - 40)**

*Forward Plan Ref: 2017/070*

*Contact: Anthony Kirkwood, Assistant Principal Engineer Tel: (07392318871)*

Report by Director for Infrastructure Delivery (**CMDE8**).

This report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit northwards on the A4074 at Nuneham Courtenay following development of land on the east side of the A4074 including a new access junction.

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

**9. Proposed Extension of 30mph Speed limit and New 40pmh Speed Limit with Relocation of Traffic Calming Feature, Church Road, Hanborough (Pages 41 - 50)**

*Forward Plan Ref: 2017/069*

*Contact: Anthony Kirkwood, Assistant Principal Engineer Tel: 07392 318871*

Report by Director for Infrastructure Delivery (**CMDE9**).

The report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit southwards on Church Road at Long Hanborough and to then introduce a 40mph speed limit (in place of the existing national speed limit) between Long Hanborough and Church Hanborough, tog. The proposal also includes the relocation of the existing traffic calming build out and road hump to the new terminal point of the 30mph speed limit on Church Road.

The proposals have been put forward as a result of the development of land on the east side of Church Road which includes creation of a new junction being created to give access to the development.

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

**10. Proposed Disabled Persons Parking Places West Oxfordshire District** (Pages 51 - 62)

*Forward Plan Ref:* 2017/010

*Contact:* Anthony Kirkwood, Assistant Principal Engineer Tel: (07392318871)/Mike Ruse (01865 815978/07788302161)

Report by Director for Infrastructure Delivery (**CMDE10**).

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 Chipping Norton, Great Rollright, and Witney.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposed changes, amended as set out in the report***

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Division(s): Wolvercote and Summertown

## **CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017**

### **PROPOSED AMENDMENT TO BUS LANE, A4165 BANBURY ROAD, OXFORD**

Report by Strategic Director, Communities

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation on a proposal to permanently reduce the extent of a bus lane on the A4165 Banbury Road at Oxford.

#### **Background**

2. On 25 August 2016 an experimental Traffic Regulation Order came into effect which reduced the extent of the bus lane on the A4165 Banbury Road on the approach to its junction with the A40 at Cutteslowe roundabout as shown at Annex 1, as part of the major improvement scheme to the A40 Cutteslowe and Wolvercote roundabouts completed in October 2016. It is now proposed to make this amendment to the bus lane permanent.

#### **Consultation**

3. The experimental order was advertised on 8 August 2016, with a public notice being placed in the Oxford Times newspaper, and an email sent to the statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, as well as the local County Councillor. Street notices were also placed and letters sent to adjacent properties.
4. Two responses were received, as summarised at Annex 2. Copies of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal.
6. One objection was received from a member of the public on the grounds that the council should always be looking to increase the number and length of bus lanes to prioritise bus travel in preference to the use of cars.

## **Review of responses**

7. The response of Thames Valley Police is noted.
8. The objection was on the grounds of a general principle and, although was submitted by a resident of the area did not appear to be related to concerns over the priority given to buses at this specific location or any other concerns over traffic movements on the length where the bus lane has been removed. Although the bus operators did not respond to the consultation, subsequent contact with the two main bus operators using this route (Oxford Bus Company and Stagecoach Oxford) to establish their position confirmed that neither had any issue with the proposal.

## **How the Project supports LTP4 Objectives**

9. The proposal will help facilitate the safe movement of traffic.

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

10. The amendment to the bus lane made under the experimental order was funded by the major improvement scheme at the A40 Cutteslowe and Wolvercote roundabouts, and if the proposal is approved, no further works are proposed.

## **RECOMMENDATION**

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

OWEN JENKINS  
Director for Infrastructure Delivery

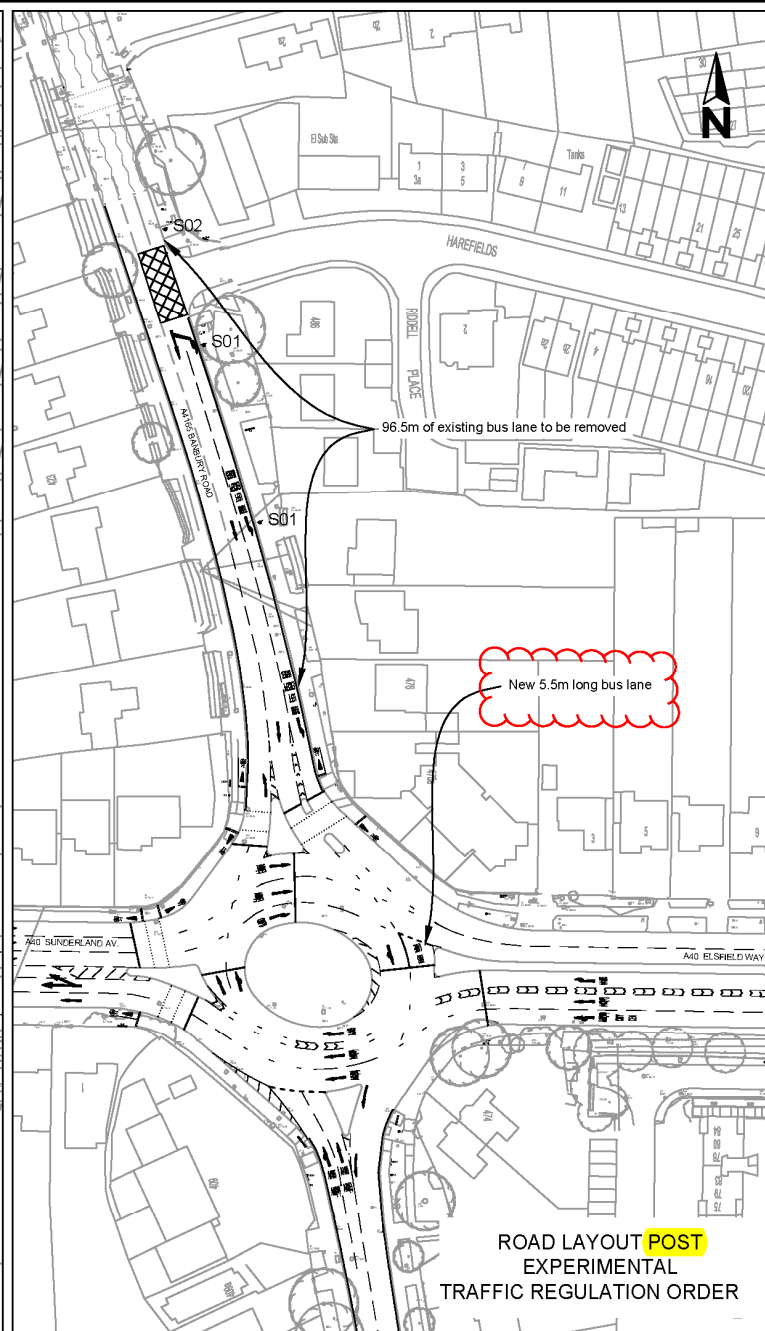
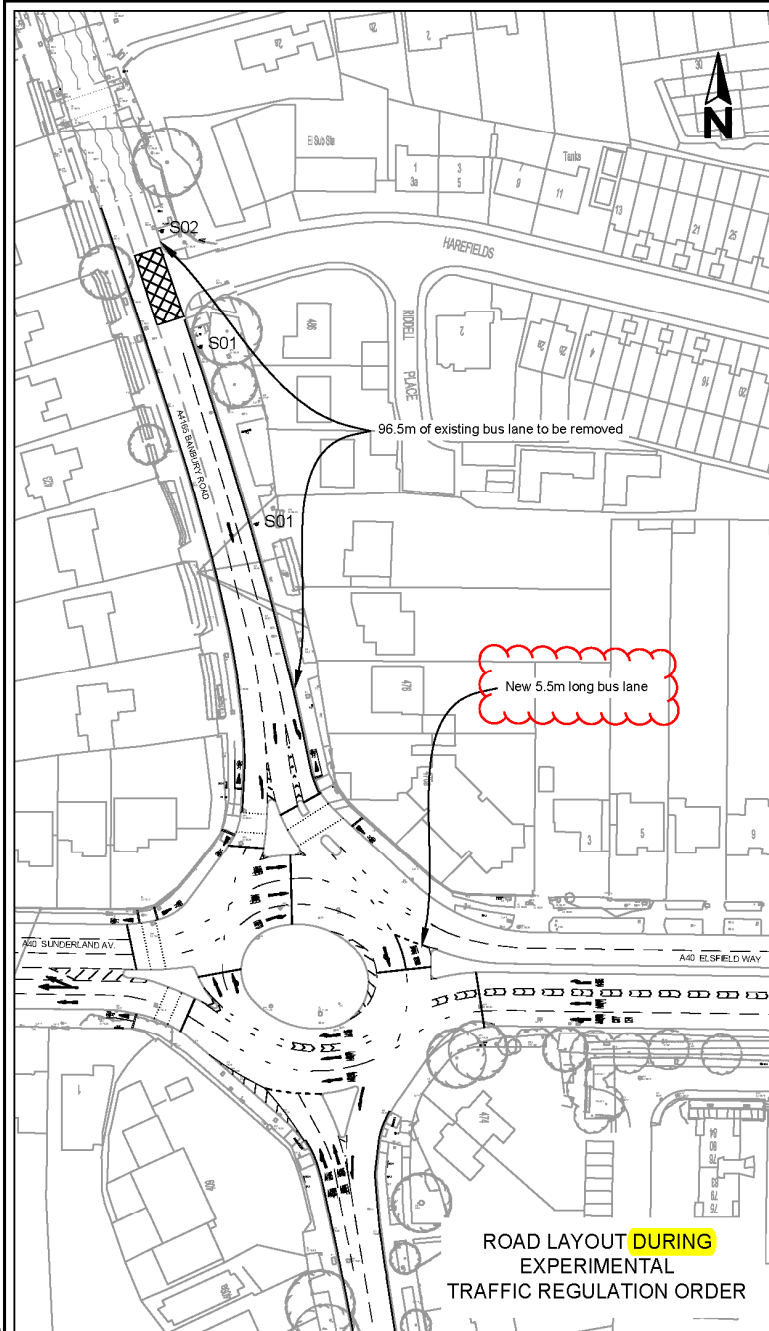
Background papers:            Plan of proposed restrictions  
   Consultation responses

Contact Officers:                Anthony Kirkwood 07392 318871

July 2017







Drawing No: S-000991/IDET/000/004 Revision: A

SIGN REFERENCE:

S01

S02

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| Rev. | Date     | Purpose of revision  | Drawn | Checked | Approved |
|------|----------|----------------------|-------|---------|----------|
| A    | 28.07.16 | Addition of Bus Lane | MCBC  | EA      | EA       |

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Project title  
A40 CUTTESLOWE ROUNDABOUT

Drawing title  
EXPERIMENTAL TRO  
BANBURY RD BUS LANE REMOVAL AND  
CREATION OF NEW BUS LANE

Drawing Status

| Scale @ A3 | Drawn by | Checked by | Approved by |
|------------|----------|------------|-------------|
| 1:1000     | MCBC     | EA         | EA          |

| Date drawn | Date checked | Date approved |
|------------|--------------|---------------|
| 07/07/2016 | 11/07/2016   | 11/07/2016    |

Oxfordshire Project No. & File Ref  
S-000991

Drawing No: S-000991/IDET/000/004 Revision: A

| RESPONDENT                                | SUMMARISED COMMENTS   |
|---|---|
| (1) Thames Valley Police                  | <b>No objection.</b>  |
| (2) Resident, (Sunderland Avenue, Oxford) | <b>Object</b> - I do not agree. The council should be looking always to increase the number and length of bus lanes to prioritise bus travel and always hinder private vehicle movements by comparison. |

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Division(s): Calthorpe; Grimsbury and Castle

## **CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017**

### **PROPOSED ONE WAY RESTRICTION, LAMBS CRESCENT, BANBURY**

**Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation on a proposal to introduce a one-way restriction on Lamb's Crescent between its junctions with Hightown Road and Kilbale Crescent.

#### **Background**

2. The above restriction – as shown at Annex 1 - is being proposed in conjunction with the planned introduction of traffic signals at the junction of Hightown Road and Bankside, which is intended to increase the capacity of this junction to accommodate additional transport demands in this part of Banbury arising from nearby development. The implementation of the proposals, if approved, would be funded by the developers of the Longford Park residential development.

#### **Consultation**

3. The formal consultation on the proposal was carried out between 8 June and 7 July 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council and Banbury Town Council, as well as the local County Councillor. Street notices were also placed on site, and letters sent to all properties in Lamb's Crescent and Kilbale Crescent.
4. Twelve responses– including one petition with 14 signatures – were received. These are summarised at Annex 2 with copies of the full responses received available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal.
6. Eleven responses (including the above petition) were received from members of the public, all of whom (with the possible exception of one response where an address was not supplied) - were residents in the immediate vicinity of the proposals. Seven of these responses – including the petition- were objections, with the remaining four raising queries or concerns.

7. The grounds for the objections and concerns (including as raised in the petition) relating to the proposal included that it would lead to the use of the road by 'rat running' traffic, and that it would be detrimental to safety, in particular on account of concerns over visibility at the junction of Lamb's Crescent with Hightown Road, Swan Close Road and Tramway, which would be the only means of exiting the road if the proposal is approved.
8. Additionally some concerns were raised that the one-way restriction would, in conjunction with the parking pressures in the road make it difficult or impossible for larger vehicles (including emergency service vehicles) to access all properties in Lamb's Crescent and also that the proposal would make it more difficult for users to access a disabled parking place in the road.
9. A majority of the responses, including those in the petition, also expressed very strong concerns about the parking pressures in Lamb's Crescent due to commuters using the road to park given its proximity to the rail station and nearby offices and other employment; two of the objections were solely on the grounds that the proposals did nothing to address this matter. Suggestions for addressing the parking problems included the introduction of a residents parking zone, and the introduction of waiting restrictions (from which residents would be excluded) for a short period in the middle of the working day to deter commuter parking.
10. A response from a resident of Hightown Road raised concerns over the potential for the proposed signals to result in noise disturbance for nearby houses, and also raised a more general concern over speeding on Hightown Road, requesting that a speed camera is installed.

### **Review of responses**

11. The response of Thames Valley Police is noted.
12. It is not considered that the proposal would lead to any appreciable increase in 'rat running' traffic as the signal stop line for the proposed new signals on the northbound approach of Hightown Road would be just south of the Lamb's Crescent junction, and so traffic passing a green signal here continuing to Swan Close Road would typically be disadvantaged by the extra distance and time required to travel along Lamb's Crescent.
13. The concerns over visibility at the Lamb's Crescent junction with Hightown Road are noted, and it is accepted that it is somewhat restricted due to the alignment of the road, and also due to planting adjacent to the Morrisons Store, and the placing of some existing street furniture in the vicinity of the junction. A check of the longer term accident history (January 1995 to April 2017) shows only one slight injury accident involving a vehicle turning from Lamb's Crescent in this period, which indicates an acceptable level of safety (while also acknowledging that some respondents stated that when travelling to Hightown Road or Bankside they avoided using this junction). Should the proposal be approved, the scope for improving visibility will be investigated, including liaison with the adjacent Morrisons Store in respect of the maintenance of their planting and the possible relocation of street furniture.

14. It is accepted that Lamb's Crescent does experience significant parking pressure, in particular during the working day, due to both nearby offices and other employment, and also its proximity to the rail station. Noting also the comment that the proposed one-way restriction could - also taking account of the parking - result in difficulties for some vehicles to access properties in the road, it is proposed to carry out a review of possible waiting restrictions here, with measures likely to comprise consideration of the use of single yellow lines imposing a restriction for a short period in the middle of the working day to deter commuter parking. However, a residents parking scheme is not at present considered viable due to the absence of a civil enforcement regime for parking offences in the Cherwell district.

### **How the Project supports LTP4 Objectives**

15. The proposals would help facilitate the safe movement of traffic in conjunction with the planned provision of traffic signals at the junction of Hightown Road and Bankside

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

16. Funding for the proposed one-way restriction has been provided by the developer of land adjacent to Bankside and the Oxford Road at Banbury and Bodicote.

### **RECOMMENDATION**

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




OWEN JENKINS  
Director for Infrastructure Delivery

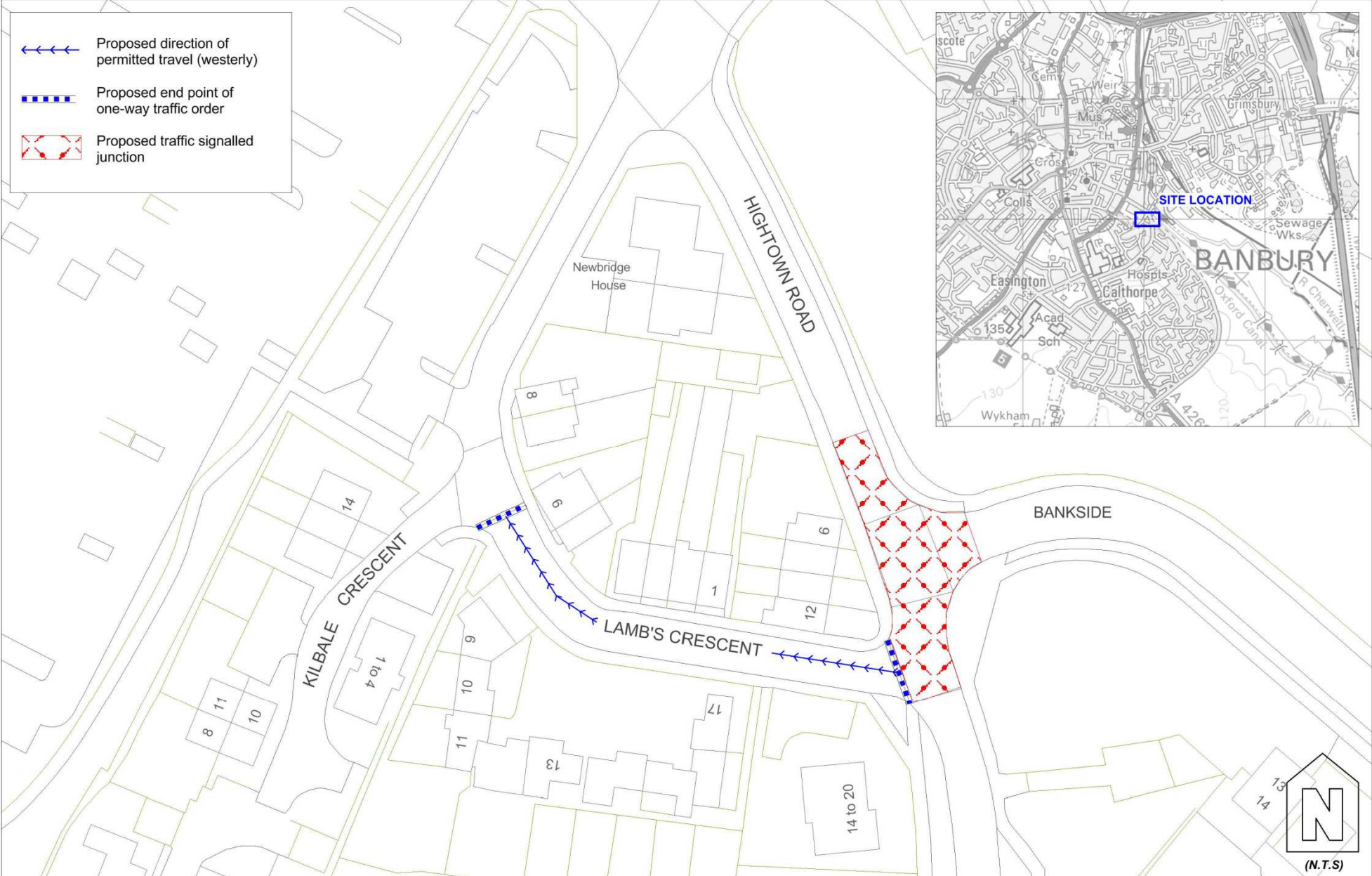
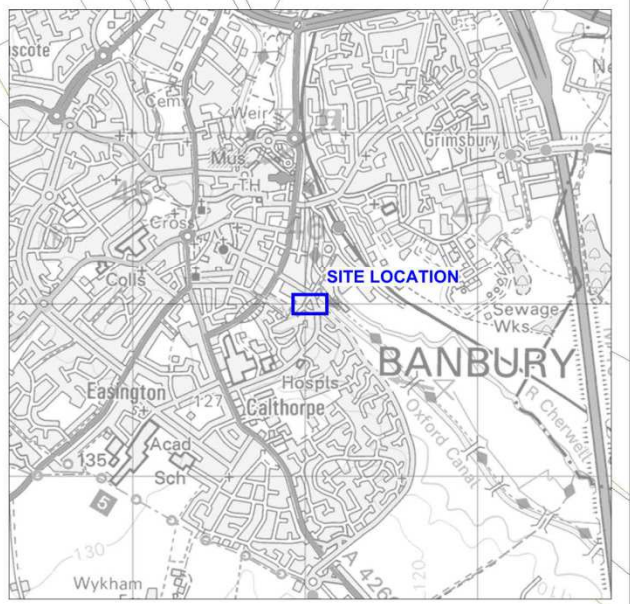
Background papers:            Plan of proposed restrictions  
   Consultation responses

Contact Officers:                Anthony Kirkwood 07392 318871

July 2017

LAMNBS CRESCENT - PROPOSED ONE-WAY TRAFFIC ORDER OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

 Proposed direction of permitted travel (westerly)  
 Proposed end point of one-way traffic order  
 Proposed traffic signalled junction



Page 10



| RESPONDENT   | SUMMARISED COMMENTS   |
|--|---|
| (1) Thames Valley Police                                 | <b>No objection.</b>  |
| (2) <b>Petition from 14 residents of Lamb's Crescent</b> | <b>Object</b> - The proposal is very disappointing that what is proposed is so completely at odds with what is needed. The commuter parking results in dangerous traffic situations and misery to residents, and the proposal would make the road a dangerous rat-run which would increase the likelihood and risk of serious injury to children, the elderly, pets and our cars. Exiting Lambs Crescent at the westerly end is by far the safest as visibility is significantly better and it avoids further congestion to traffic at Bankside and Tramway. We urgently demand that parking be restricted for residents only between 11am and 12 noon. |
| (3) Resident,<br>(Lambs Crescent,<br>Banbury)            | <b>Object</b> – Parking by rail users and staff at nearby offices present a real problem to residents.  |
| (4) Resident,<br>(Lambs Crescent,<br>Banbury)            | <b>Object</b> – Commuter parking, by rail users and employees at adjacent offices often for long periods (some from 7am to 7.30pm) causes parking problems for residents in this road to be able to park near their own houses when they return from work etc., and suggests a residents parking scheme for the residents of Lambs Crescent and surrounding roads.<br>The installation of the traffic lights Lambs Crescent will become a 'rat run' cut through – an eastbound rather than a westbound one-way restriction would reduce the chance of this happening.   |
| (5) Resident,<br>(Kilbale Crescent,<br>Banbury)          | <b>Object</b> - the one system would be flowing the wrong way - at peak times it would be near impossible to turn right onto Hightown Rd from Lambs Crescent at the junction opposite the Tramway Rd – if heading towards the hospital or toward Bankside we leave via the Hightown road exit as it is safer. I would like a one way system but it should be East bound as this would be safer.   |

CMDE5

|  |  |
|--|--|
| <p>(6) Email response</p>                              | <p>Seeks clarification on the position of the stop line at the proposed signals on Hightown Road. Considers that a roundabout would result in less delay as compared to traffic signals. The proposed one-way restriction may make it harder for a disabled resident to use the disabled parking place on Lamb's Crescent.</p>   |
| <p>(7) Resident,<br/>(Lambs Crescent,<br/>Banbury)</p> | <p>No objection to the one-way proposal, but very concerned over the obstructive parking - consideration should be made to restrict parking to one side of the road or restrict the number of cars. Larger vehicles, delivery drivers, emergency services (this list is not extensive) can find it very difficult to enter / exit from Hightown Road due to cars blocking the entrance / exit.</p>   |
| <p>(8) Resident,<br/>(Lambs Crescent,<br/>Banbury)</p> | <p><b>Object</b> – a one-way restriction will prevent larger vehicles including emergency services due to obstructive parking - being able to access Lambs Crescent from both directions is essential to allow access. The proposal will also result in the only means of exit being the crossroads with Hightown Road, Lambs Crescent, Swan Close Road and Tramway, which can prove very difficult and dangerous to exit, especially at times such as 15:30 and 17:00, when school runs and workers leaving Tramway fill the roads. The backlog from the traffic lights on Swan Close Road often mean the traffic is built up all the way past the Lambs Crescent, often with no break for the exit and entrance, and the visibility is also restricted by parking close to the junction and by the bend.</p> <p>The proposal will also encourage rat running traffic to avoid the proposed traffic signals, presenting a real hazard to the young children and elderly residents on our street.</p> <p>The obstructive parking - mainly by train commuters and Council office workers - has significantly worsened in the last year, with increasingly un-sustainable numbers of non-residents using the road and making residential parking often impossible, causing significant inconvenience and also a serious on-going risk of emergency vehicles, in particular the Ambulance Service and Fire Service, being prevented from access. The one-way proposal will only exacerbate this.</p> <p>A Resident's Parking Scheme that will fundamentally reduce the number of parked cars must be introduced in on Lambs Crescent. This would make the road safer and easy to manage as a pedestrian, ensure full access for residents and emergency vehicles by preventing blockages by non-residential dangerous parking, and ensure that that traffic that does attempt to use Lambs Crescent as a means to skip past the traffic lights can do so safely, with full vision down a narrow street, and allowing pedestrians full vision of any on-coming traffic. . A Monday-Friday restriction in the middle of the day (perhaps 11:00-12:00/13:00) for non-residents for example, is a simple and cost effective way to police the system.</p> |

CMDE5

|  |  |
|--|--|
| <p>(9) Resident,<br/>(Lamb's Crescent,<br/>Banbury)</p>  | <p><b>Object</b> - the proposed one way system is either safe or what is needed; exiting Lamb's Crescent on the westerly direction can often be dangerous due to the blind corner, particularly during busy times of the day. Obstructive parking by commuters using the rail station and from adjacent office buildings is a major issue and the one-way restriction could result in drivers having to break the law in order to exit the road. Entering Lamb's Crescent from Hightown Road, can also be an issue, due to the angle of the road, and cars parked too close to the junction.<br/>A resident-only parking on weekdays between say 10am-11am for example, with permits available for residents who have visitors during this time.</p> |
| <p>(10) Resident,<br/>(Lamb's Crescent,<br/>Banbury)</p> | <p><b>Object</b> - I recently moved into the road but have already had problems due to the commuter parking.. A one way system would make matters worse. Parking should be restricted for residents only between 11 and 12 noon. We feel that this would be enough to stop commuters and office worker from parking here and affecting our quality of life on the street.</p>  |
| <p>(11) Resident,<br/>(Lamb's Crescent,<br/>Banbury)</p> | <p>Concerned about the existing parking pressures in Lamb's Crescent, mainly from staff working at the nearby Council offices. The stop line for the proposed traffic lights in Hightown Road must be on the upper side of the junction with Lamb's Crescent to stop making the Crescent into a short "rat-run" to beat the lights and double-yellow lines provided at the same junction to stop cars parking on the end of the Crescent.</p>  |
| <p>(12) Resident,<br/>(Hightown Road,<br/>Banbury)</p>   | <p>Seeks clarification on the positioning of the proposed signal stop line on Hightown Road, as if this is placed north of the Lamb's Crescent junction, this will encourage the use of the latter as a rat run. Also requested that speed cameras are provided in Hightown Road due to concerns over speeding, and also the employment of a traffic warden to enforce existing waiting restrictions where parking occurs near junctions etc. and resulting in hazards.</p>  |

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Division(s): Goring

## **CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017**

### **PROPOSED ZEBRA CROSSING, B471 OXFORD ROAD, WOODCOTE**

#### **Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation on a proposal to provide a zebra crossing on the B471 Oxford Road just south of its crossroads junction with the South Stoke Road and Reading Road at Woodcote.

#### **Background**

2. The above proposal – as shown at Annex 1 - has been put forward by Woodcote Parish Council to improve the safety and amenity of pedestrians crossing the B471 Oxford Road at this location, and if approved, would be funded by the parish council.

#### **Consultation**

3. The formal consultation on the proposal was carried out between 7 April and 5 May 2017. A public notice was placed in the Oxford Times newspaper, and an email was sent to the statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council and Woodcote Parish Council, as well as the local County Councillor. Street notices were also placed, and letters sent to adjacent properties.
4. Six responses were received, and these are summarised at Annex 2. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal, though noted some queries relating to the width of the footway and the siting of the crossing in respect of the bus stops, and also the traffic speeds on the approaches to the crossing.
6. Five responses were received from members of the public (one of whom stated that they were the vice Chair of Woodcote Parish Council , although the response appears not to have been submitted formally on the part of the parish council), including one objection on the grounds that a crossing was not needed and was at an inappropriate location in the vicinity of a dangerous crossroads, with pedestrian crossing demand being largely confined to school

journey times, and expressed the view that traffic calming measures were a higher priority.

7. Two of the responses expressed unqualified support, and a further two responses were supportive of the principle of a crossing, but did not consider it safe for this to be provided if the bus stops were retained at their current locations. It was also suggested that traffic calming measures should be introduced to reduce the speed of traffic on the approach to the crossing, in particular from the south.

### **Review of responses**

8. The response of Thames Valley Police is noted; it is confirmed that both bus stops are sited outside the extent of the controlled length of the crossing (i.e. where the zig zag markings are placed) and the design is therefore in accordance with national advice.
9. The objection from the member of the public in relation to its siting in relation to the nearby crossroads, its usage, and the higher priority being for traffic calming measures, are all noted; the siting however does comply with national guidance on the positioning of zebra crossings in the proximity of junctions, and although crossing demand is greatest at school journey times, there is still demand at other times. Woodcote Parish Council – who will fund the crossing if approved – have given careful consideration to the priority for different traffic schemes within the village including traffic calming measures.
10. The concerns over the siting of the crossing in relation to the nearby bus stops are noted. These concerns have been considered as part of the road safety audit of the detailed design, which concluded that the proximity of bus stop to the proposed zebra crossing did not give rise to any significant safety concerns sufficient to require mitigation.
11. In view of the above, it is recommended that the proposed crossing is approved, but with its operation being monitored particularly in respect of the interaction of buses using the stops and passing traffic on the approach to the crossing.

### **How the Project supports LTP4 Objectives**

12. The proposal would help facilitate the safe movement of traffic.

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

13. Funding for the proposed zebra crossing will be provided by the Woodcote Parish Council.

### **RECOMMENDATION**

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

OWEN JENKINS  
Director for Infrastructure Delivery

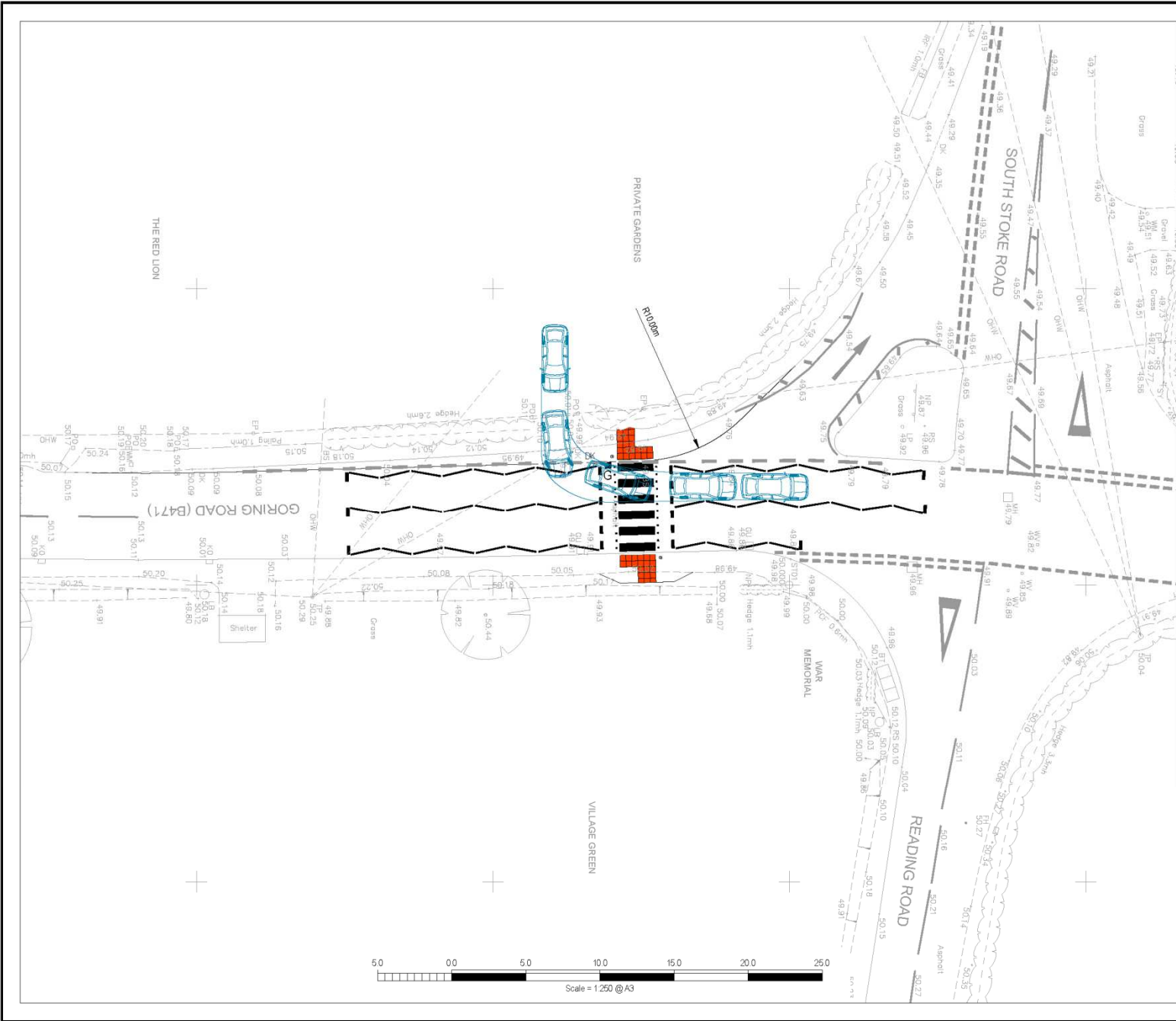
Background papers:      Plan of proposed restrictions  
   Consultation responses

Contact Officers:            Anthony Kirkwood 07392 318871

July 2017







**NOTES**

1. This drawing is to be read in conjunction with all relevant documents and specifications.
  2. Dimensions are not to be scaled.
- Source: Glanville survey drawing B160151/4101

**KEY**



Car - forward gear



| Rev. | Description | Date | Chkd |
|------|-------------|------|------|
|------|-------------|------|------|



**Glanville**  
 Cornerstone House  
 62 Foxhall Road, Didcot  
 Oxon, OX11 7AD  
 Tel: (0)1235 515550 Fax: (0)1235 817799  
 postbox@glanvillegroup.com www.glanvillegroup.com

**Client :**  
 Woodcote Parish Council

**Project :**  
 Woodcote Pedestrian Crossing

**Title :**  
 Swept Path Analysis  
 Car

Project Engineer : T. Hart      Scale : 1:250 @ A3  
 Project Director : P. Whitehead      Date : January 2017  
 Status :

|                          |     |
|--------------------------|-----|
| Drawing No. 8160151/6203 | Rev |
|--------------------------|-----|

| RESPONDENT                                | SUMMARISED COMMENTS  |
|---|--|
| (1) Thames Valley Police                  | <b>No objection</b> - In principle I have no objection providing this standard layout meets the requirements accepted within Local Transport Note 2/95 and that speed monitoring has taken place in order to establish current traffic speed. I assume the footway on the east side is going to be significantly widened as it is currently very narrow and not helped by the hedge of an adjoining property. Can I also assume the Bus Stop pole and flag on the east side are not within the controlled area. On a positive note it was apparent this location was clearly on the desire line as I observed 5 people crossing at this point.   |
| (2) Resident, (Reading)                   | <b>Support</b> - I fully support the parish council's work in this area to help improve safety in the village at a very busy crossing especially at school times.  |
| (3) Resident, (Woodcote)                  | <b>Neither</b> - If a zebra crossing is to be implemented then the bus stops should be removed, and put around the corner by the village hall. They will obscure the entrances to the zebra crossing when sat at either bus stop on Goring Road. Cars and motorbikes, large industrial vehicles regularly speed through this section, and someone unfamiliar with the new layout, not seeing someone going out onto the crossing (kids for example) could potentially cause a horrific accident. We support the idea of the crossing - and feel the village can benefit far more from that than the silly loop the bus does around the village causing noise pollution and pollution on the way. Move the bus stops and implement speed restrictions on the road before you undertake this project.  |
| (4) Resident, (Southstoke Road, Woodcote) | <b>Object</b> – opposed to a zebra crossing in a village sited so close to a bus stop, a hazardous cross road junction and where the main use is during school journey times, with very limited demand at other times. Traffic calming in the village is a higher priority.  |
| (5) Resident, (Behoes Lane, Woodcote)     | <b>Support</b> - As vice-chair of the Parish Council, chair of the Woodcote Neighbourhood Plan team and a resident of Woodcote for 40 years I am continually being made aware of the danger associated with crossing the Goring Road at this location. The Goring Road is a rat run between the M4 and M40 (via Pangbourne) and traffic, as evidenced by several recent speed checks, frequently exceeds the speed limit. The road divides the village in half with children having to cross it to reach school and the playgrounds from the south side of the village and those from the north of the road having to cross it to reach the surgery. Surveys of residents have consistently shown road safety to be a major concern and this location to be of particular concern which is why the Parish Council is championing this project. |

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| <p>(6) Email Response.</p> | <p><b>Support, subject to bus stops being moved</b> - the proposal will benefit a large number of residents, but the provision of a crossing here will require in particular the relocation of the bus stops to avoid the hazards presented by buses stopping in the vicinity of the crossing and thereby masking pedestrians using the crossing (noting that these stops are currently used as a timing point where buses wait - sometimes up to five minutes - if running ahead of their schedule) and potentially also the re-routing of the buses within the village. Also traffic calming measures are required, in particular for traffic approaching the crossing from the south.</p> |
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Division(s): Thame and Chinnor

## **CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017**

### **PROPOSED ZEBRA CROSSING AND CREATION OF NEW JUNCTION OF MILL LANE WITH THAME ROAD, CHINNOR**

**Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation on a proposal to provide a zebra crossing on the B4445 Thame Road just north west of its junction with the B4009 Lower Road, and to close the existing junction of Mill Lane with the B4445 and B4009, with a new junction being constructed with the B4445 Thame Road approximately 75 metres north west of the existing crossroads junction of these roads.

#### **Background**

2. The above proposals – as shown at Annex 1 - have been put forward to accommodate additional transport demands arising from the development of land to the north of Mill Lane and west of Thame Road and, if approved, would be funded by the developers of this land.

#### **Consultation**

3. The formal consultation on the proposals was carried out between 25 May and 23 June 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council and Chinnor Parish Council, as well as the local County Councillor. Street notices were also placed and letters sent to properties adjacent to the proposals.
4. 30 responses were received and these are summarised at Annex. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposals. Twenty nine responses were received from members of the public, comprising the following:

|         | New junction / road layout | Zebra crossing |
|---------|----------------------------|----------------|
| Support | 6                          | 14             |
| Object  | 17                         | 9              |
| Neutral | 6                          | 6              |

6. The objections relating to the new junction layout included concerns over its possible effect on wider traffic movements in the village, and in particular that it would lead to increased use of Mill Lane, Estover Way and Oakley Lane by traffic from B4009 Lower Road intending to continue on the B4009 towards the M40, but concerns were also raised about its impact on other roads including the High Street and Church Road. However, some of the objections expressed the opposite concern that such traffic would be less likely to use Mill Lane etc., resulting in greater pressure on Station Road.
7. Some of the objections and other responses expressed a preference for the existing crossroads layout to be improved by the provision of a roundabout, which was felt to offer also the potential to provide additional pedestrian crossing points. Concerns were also expressed about the adverse impact of parking and the bus stops in the vicinity of both the proposed new junction and also the revised layout of the Lower Road/Station/Thame Road junction, and some requested the introduction of parking restrictions to address these. Two of the responses were from residents of Thame Road in the immediate vicinity of the proposed new junction, and expressed concerns that it would adversely affect the access to their properties.
8. While the proposed zebra crossing was supported by many of the respondents, concerns were raised about its safety, in particular due to the proximity of the bus stops, due to the potential for buses waiting at the stops to restrict the visibility of pedestrians crossing. Concerns were also raised over traffic speeds on Thame Road presenting a hazard to pedestrians using the crossing, with requests being made for speed management measures here.
9. More generally, several of the responses mentioned concerns over the proposed and planned development in the village leading to increased pressures on roads which were already busy, and requested a more comprehensive approach to traffic management in the village, including improving the safety of pedestrians and cyclists, and in particular more vulnerable users including children and the elderly.

### **Review of responses**

10. The response of Thames Valley Police is noted.
11. While the new junction arrangements are clearly a source of concern to many of the respondents, the current crossroad junction is also recognised as presenting difficulties for road users (although it is acknowledged that the accident record is modest, with two slight injury accidents reported in the most recent 5-year period). The proposed layout, including the zebra crossing, should, by replacing the crossroads with two T junctions, be appreciably easier for all road users to negotiate, and it would seem unlikely that it would in practice encourage greater use of Mill Lane/Estover Way and Oakley Lane by through traffic, noting also the existing and proposed additional traffic calming measures in Mill Lane.

12. The concerns over the proximity of the bus stops to the proposed zebra crossing are noted. However, the layout does comply with national guidance on the design of such crossings, and experience of similar crossings elsewhere with bus stops sited close to the crossing does not suggest that this would in practice be a significant safety issue. However, if approved, the safety of the crossing (and the new road layout as a whole) will be carefully monitored.
13. Similarly, the concerns over parking in the area are noted, and it is accepted that with the probable increase in parking demand as a result of further development, a future review of parking will be required.
14. The wider concerns over the impact of development in the village are understandable, but are not considered to be relevant to these specific proposals.

### **How the Project supports LTP4 Objectives**

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

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

16. Funding for the proposed zebra crossing and new junction arrangements has been provided by the developer of land adjacent to Mil Lane and Thame Road at Chinnor.

### **RECOMMENDATION**

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

OWEN JENKINS  
Director for Infrastructure Delivery

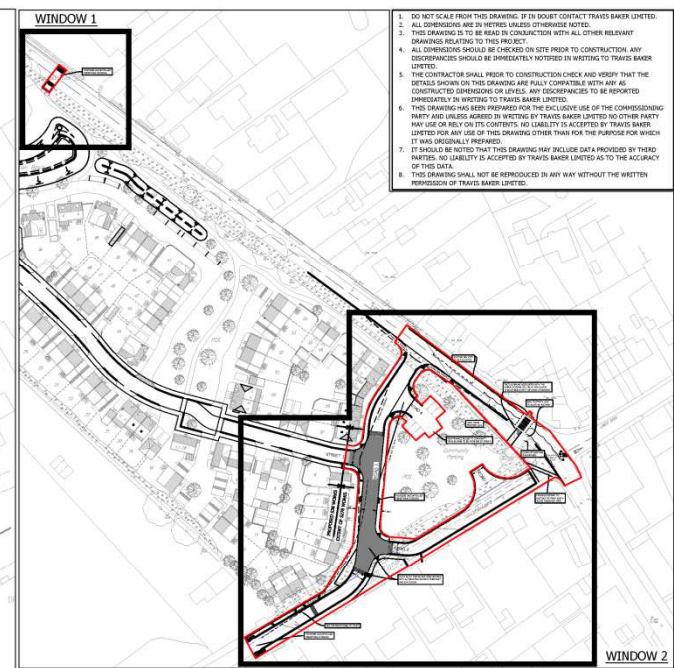
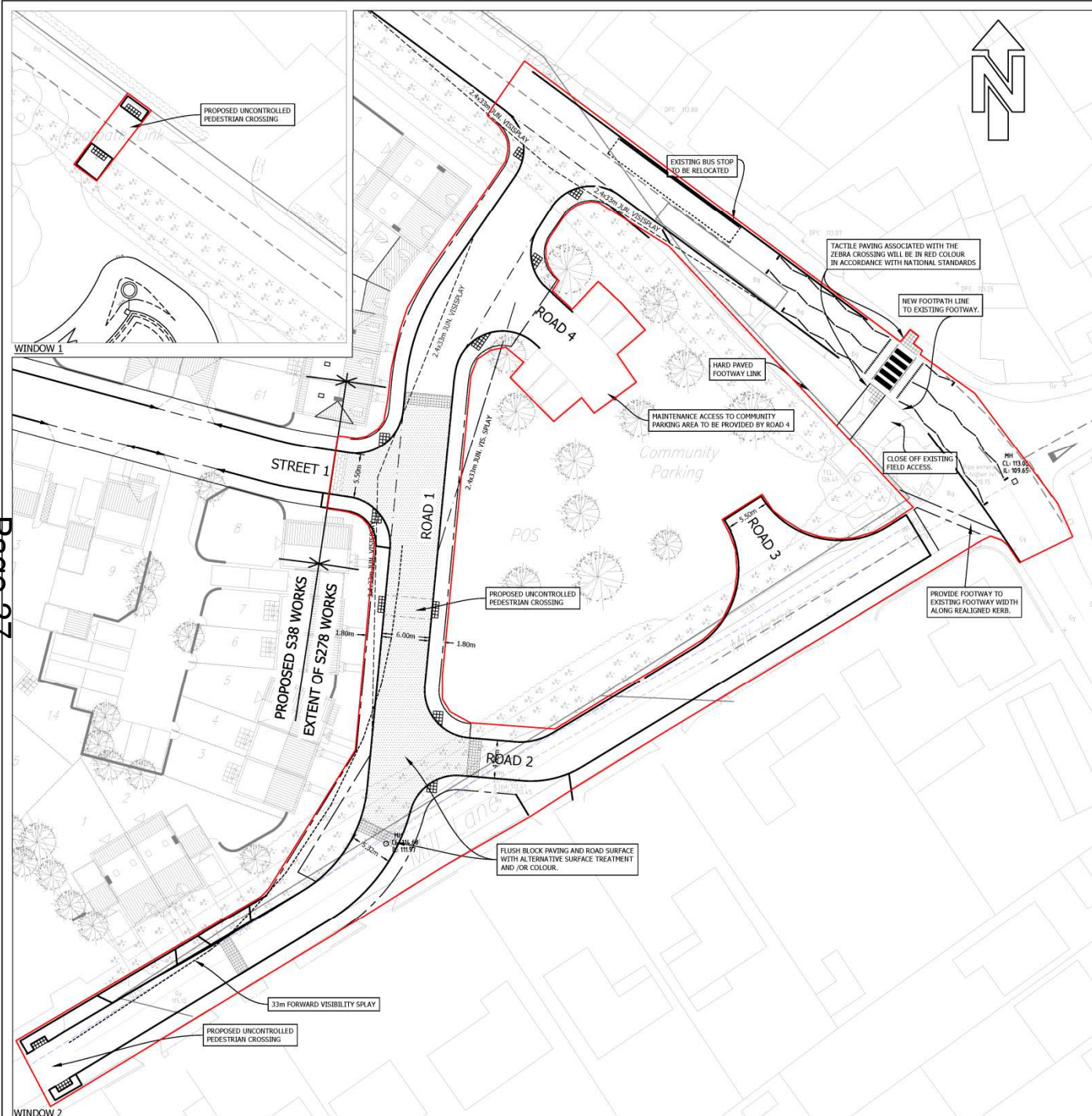
Background papers:            Plan of proposed restrictions  
   Consultation responses

Contact Officers:                Anthony Kirkwood 07392 318871

July 2017







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— S278 WORKS BOUNDARY

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| REV | DESCRIPTION   | DATE     | BY  | AUTH |
|-----|---|----------|-----|------|
| C   | TACTILE PAVING AMENDED, ZEBRA CROSSING MOVED, KEY ADDED, NOTES & WORKS BOUNDARY ADDED, SIGNAGE AMENDMENTS, DRAWING REVISED TO SUIT NEW SITE PLAN. | 14.04.16 | ATG | TW   |
| B   | DRAWING REVISED TO INCLUDE NEW TACTILE PAVING, ROAD CROSSINGS ETC.  | 15.03.16 | GT  | TW   |
| A   |   | 05.06.15 | GT  | TW   |

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|             |                                 |          |          |
|-------------|---------------------------------|----------|----------|
| CLIENT      | BLOOR HOMES                     |          |          |
| PROJECT     | MILL LANE, CHINNOR              |          |          |
| TITLE       | S278 GENERAL ARRANGEMENT LAYOUT |          |          |
| DRAWN       | AUTHORISED                      | SCALE    | DATE     |
| GT          | TW                              | 1/250-A1 | 30.04.15 |
| PROJECT NO. | DRAWING NO.                     | REV      |          |
| 14069       | SM538-EN-250                    | C        |          |
| STATUS:     | PRELIMINARY                     |          |          |

| RESPONDENT                                      | SUMMARISED COMMENTS  |
|---|--|
| (1) Thames Valley Police                        | <b>No objection.</b>   |
| (2) Resident,<br>(Mill Lane, Chinnor)           | <u>Prohibition of Motor Vehicles</u> – <b>Support</b> – <i>No comment.</i><br><u>Zebra Crossing</u> – <b>Support</b> – <i>No comment.</i>  |
| (3) Resident,<br>(Greenwood Meadow,<br>Chinnor) | <u>Prohibition of Motor Vehicles</u> – <b>Object</b> – Mill Lane has both a playgroup and primary school situated midway along Mill Lane road. Since both parents have to be in employment in order to pay the excessive rents and mortgages required to live in Chinnor, it is inevitable that they have to drop children off and proceed to work. Simple give way to users on the right for each arm of the crossroads would be a cost effective roundabout.<br><u>Zebra Crossing</u> – <b>Support</b> – <i>No comment.</i>  |
| (4) Online response,<br>(unknown)               | <u>Prohibition of Motor Vehicles</u> – <b>Support</b> – This junction was deemed unsafe before the Mill Lane development was given planning permission, therefore I support removal of the cross-roads by prohibiting vehicles as set out.<br><u>Zebra Crossing</u> – <b>Neither</b> – have concerns about the positioning of the crossing close to the junction with the B4009 when often vehicles tail back on to the B4445 due to cars parked on the Lower Icknield Way. Also have concerns over the loss of parking that would result from the proposed crossing, especially for older & less mobile people visiting the adjacent businesses, and the potential for displaced parking to cause a hazard, together with the proximity of the bus stops and the potential hazards this may cause for pedestrians using the crossing. |
| (5) Resident,<br>(Beech Road, Chinnor)          | <u>Prohibition of Motor Vehicles</u> – <b>Object</b> – concerned that the new road and junction will lead to additional congestion with the traffic from the new developments and will not be as safe due to the bends and more restricted junction space and obstruction of sight lines from buses at the bus stops on Station Road. In conjunction with the development already approved at the far end of Mill Lane, I expect a significant increase in vehicular traffic at this junction. On the plus side I do expect to be able to see more in both directions at the junction<br><u>Zebra Crossing</u> <b>Object</b> – A Zebra crossing without traffic lights will cause enormous congestion, especially at school home time. It would require timed lights to allow proper flow.   |
| (6) Resident,<br>(Mill Lane, Chinnor)           | <u>Prohibition of Motor Vehicles</u> – <b>Object</b> – <i>No comment.</i><br><u>Zebra Crossing</u> – <b>Object</b> – It is felt that the siting of the proposed crossing is too close to the existing junction. Traffic proceeding down Station Road heading towards Thame will be partially unsighted by the bend in the road when approaching the crossing; the crossing should be sited further to the North West   |

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| <p>(7) Resident,<br/>(Thame Road, Chinnor)</p>            | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – I object to this proposal on the grounds that the new junction and road layout will cause even greater traffic problems on Thame Road, as the new junction is on a stretch of the road which is already busy with parked cars and vans; the bus stop is permanently occupied by parked cars spite the yellow line. It would make more sense to bring the new Road junction further to the northwest of Thame Road.<br/><u>Zebra Crossing</u> – <b>Support</b> – The current junction is difficult to cross for pedestrians. A zebra crossing would enable the current junction to be kept open.</p>   |
| <p>(8) Resident,<br/>(Station Road, Chinnor)</p>          | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – Changing the crossroads into a T junction will force southbound traffic along Station Road, or attempt to avoid the junction by using the High Street/Church Road, which are not suitable for such ttraffic. It is not realistic to believe through traffic would turn right at the junction to then turn left and increase the length of their journey to travel south. Station Road is a residential road that already has significant traffic problems, adding to these will negatively impact on the quality of life of residents like myself. There is a church, a medical surgery, a park and a primary school along the section of Station Road that would be affected. There are many cars parked along Station Road, the flow of traffic is frequently impeded, on multiple occasions during the day drivers can be heard sounding car horns and disputing rights of way. Furthermore, I have witnessed vehicles mounting the pavement in order to pass each other. Mill Lane is the only one with any traffic calming measures in place (pinch points). It appears ill conceived to reduce traffic along Mill Lane and encourage more traffic along roads that are already problematic yet have no traffic calming measures in place! This adjustment to the road layout contradicts OCC reason for the change and will certainly not promote the safe passage of road users or pedestrians in Chinnor.<br/><u>Zebra Crossing</u> – <b>Neither</b> – <i>No comment.</i></p> |
| <p>(9) Online response,<br/>(unknown)</p>                 | <p><u>Prohibition of Motor Vehicles</u> – <b>Support</b> – "Suggest the new junction is a small roundabout to control speeding vehicles entering the village despite it being 30mph zone and it will make it easier to navigate a right turn towards station road. Also parking opposite outside retail units is prohibited with yellow lines."<br/><u>Zebra Crossing</u> – <b>Support</b> – No objections to this crossing as long as it is sensibly placed.</p>   |
| <p>(10) Resident,<br/>(Cherry Tree Road,<br/>Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – The original application was for a roundabout not a T junction. With the Zebra crossing so close to the junction and with a bus stop and street parking this will be a very dangerous junction.<br/><u>Zebra Crossing</u> – <b>Support</b> – I support the installation of a zebra crossing but after living in the village for 50 years it is a bit late in coming.</p>  |
| <p>(11) Resident,<br/>(Cleavers, Chinnor)</p>             | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – Cars travelling through Chinnor to get to the M40 will use this new road layout to cut through the Mill Lane estate as it is quicker than going straight through the village (due to the ever increasing congestion on Station Road), thereby increasing traffic past Mill Lane primary school, Windmill Nursey and Jack and Jill's nursery, and also increase problems (including speeding) on Estover way which needs yellow lines to prevent the large amounts of vans and cars parking obstructing the flow of traffic. During rush hour there are a number of buses picking up children for the secondary schools at the same time as people using this route as a cut through to get to work.<br/><u>Zebra Crossing</u> – <b>Object</b> – There is a speeding problem on Thame Road, with dangerous overtaking, and the parking</p>   |

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|   | <p>by the shops creates a further hazard by obstructing visibility. The crossing should either be a signalled one, or the parking by the shops needs to be removed. Traffic calming such as an electronic speed display would also help to slow people down.</p>  |
| (12) Resident,<br>(Doveleat, Chinnor)     | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – Not acceptable with the school and nursery schools.<br/><u>Zebra Crossing</u> – <b>Object</b> – We don't need the development.</p>  |
| (13) Resident,<br>(Oakley Lane, Chinnor)  | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – This will greatly increase the volume of traffic on an already busy estate road past a primary school, a pre-school &amp; nursery! The traffic coming from Thame will be using a road that is a housing estate road NOT a main through road such as Station &amp; Oakley road which is designed for such traffic. As Chinnor is being forced to take an unacceptable amount of new houses this new road layout is an accident waiting to happen &amp; is totally wrong.<br/><u>Zebra Crossing</u> – <b>Support</b> – I support a zebra crossing but opposite a bus stop is probably not the best place for one.</p>   |
| (14) Resident,<br>(Station Road, Chinnor) | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – This is going to encourage cars coming from Thame and Princes Risborough to continue on Station road through the village, rather than direct some through the housing estate and out towards the M40. This will cause further congestion on Station road, adding to the dangerous driving that already occurs. Cars already mount the pavement along Station road due to the congestion. Leaving the pavements dangerous to walk on. The roads are dangerous and so are the pavements, children aren't safe walking on in the pavement to and from school.<br/><u>Zebra Crossing</u> – <b>Support</b> – <i>No comment.</i></p>  |
| (15) Resident,<br>(Mill Lane, Chinnor)    | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – While I don't mind that the vehicles at the bottom of Mill Lane will no longer have access, as this is a very dangerous junction. I hope that the main priority is that the new junction will be safer to exit onto Thame Road. I would also like to see some 'speed limit' signs on Mill Lane (as at present it has very few, if any). I can see this road as a cut through. Cars already speed along this road; putting resident children's lives at risk every day that they play outside of their homes or walk to school.<br/><u>Zebra Crossing</u> – <b>Object</b> – I feel a zebra crossing would be beneficial however I think it would be better placed on the park side of Station Road as you would have to cross fewer roads for pedestrians to go to the centre of the village. Or there should also be a crossing on Lower Road as this is also busy for pedestrians to cross safely.</p> |
| (16) Resident,<br>(Oakley Lane, Chinnor)  | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – This change will encourage traffic coming from Thame/Risborough to cut through Mill Lane/Estover Way - it is already too dangerous for my children walk or cycle to school as the traffic has to encroach on the cycle lanes to pass the parked cars, and drive far too fast; it is also very congested during pick-up time through the traffic calming area by Cherry Tree and school gates. The additional traffic from the developments will only add to these problems, with there being no plans to address these problems in the surrounding road network.<br/><u>Zebra Crossing</u> – <b>Neither</b> – <i>No comment.</i></p>  |

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| <p>(17) Online response,<br/>(unknown)</p>        | <p><u>Prohibition of Motor Vehicles</u> – <b>Neither</b> – As we are generally resigned to the closure happening, but concerned that the works are timed so that the new junction is opened before Mill Lane is closed at its junction with Station Road, to avoid inconveniencing traffic travelling to / from Mill Lane and Lower Road<br/><u>Zebra Crossing</u> – <b>Object</b> – The proposal looks dangerous. It's too close to the current junction. We feel it would be better placed beyond the proposed new road exit.</p>   |
| <p>(18) Resident,<br/>(Lower Road, Chinnor)</p>   | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – <i>No Comment</i><br/><u>Zebra Crossing</u> – <b>Object</b> – considers insufficient information has been provided on the need for the proposed zebra crossing &amp; its siting. I can only presume that, it would enable residents in the vicinity, to safely cross over the road to the nearby corner shop or bus stop. Easy &amp; safe access to St Andrews School plus, the village centre itself is, currently available, by walking on the footpath up Station Road &amp; then, crossing the road at the existing zebra crossing by that school.</p>  |
| <p>(19) Resident,<br/>(Glynswood, Chinnor)</p>    | <p><u>Prohibition of Motor Vehicles</u> – <b>Neither</b> – The link to the Thame Road should be further away from the existing junction to allow traffic to flow without multiple driver distractions in such a short stretch of carriageway. There are also the shops to consider, which are loading their vehicles at the busiest time of day.<br/><u>Zebra Crossing</u> – <b>Object</b> – grave reservations on having an uncontrolled crossing in this location - a crossing just 15m northwest of the junction and at school start/end times will likely result in a constant breakdown of the traffic flow on the Thame Road, due to a steady stream of people using the crossing to access the school. This in turn will then backup traffic travelling towards Thame through the junction and further up Station Road, especially taking account of the existing congestion due to parking on Lower Road. The closure of Mill Lane will increase the incidence of this happening, by virtue of more cars now having to turn right to access Mill Lane. Busy congested roads, drivers frustrated &amp; impatient from delays and young children are not a good mix. A signal controlled crossing south east of the Lower Road junction would be preferable and would assist turning movements.</p>   |
| <p>(20) Resident,<br/>(Malyns Close, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – The extent of proposed housing developments in Chinnor at the moment requires a fundamental review of traffic through the village and then urgent action; the roads are insufficient to accommodate the builder's vehicles and supply wagons, let alone buses and all the additional cars that will inevitably accompany the developments. This is in addition to the fact that Chinnor is the only way to access the London bound M40 from Haddenham, Princes Risborough, and Aylesbury. There are also parking problems within the village. These problems need dealing with BEFORE any more developments are allowed, and the proposed crossing (although much needed) and a staggered road junction is not going to make any difference in the long term. We have paid our council tax uncomplaining now it's your turn to act. Life is miserable here with the non-stop traffic, the health problems caused by large numbers of diesel vehicles and the inability to get out of our own roads and the interminable parked cars blocking roads. The village children's route to school is becoming more dangerous every day.<br/><u>Zebra Crossing</u> – <b>Support</b> – The crossing is very much needed BUT this is only a tiny part of the traffic problem that Chinnor faces now and increasingly in the future.</p> |

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| <p>(21) Online response,<br/>(unknown)</p>      | <p><u>Prohibition of Motor Vehicles</u> – <b>Neither</b> – I would prefer there to be a roundabout.<br/><u>Zebra Crossing</u> – <b>Support</b> – As long as it is not too close to a junction.</p>  |
| <p>(22) Resident,<br/>(Middle Way, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – <b>Neither</b> – I would like to express my concern at the number of available parking spaces in the public car park and hope that you can find measures to increase this allocation. It would seem that there would be enough room to provide a pull in area for the bus stop on the B4445 which would help alleviate congestion on the road. Also concerned about the signage to be provided at the new junction, and would like to see a VAS to encourage drivers to reduce speed on entry to the village.<br/><u>Zebra Crossing</u> – <b>Support</b> – <i>No comment.</i></p>   |
| <p>(23) Resident,<br/>(Mill Lane, Chinnor)</p>  | <p><u>Prohibition of Motor Vehicles</u> – <b>Support</b> – It was my understanding that the original proposal was for 2 mini roundabouts - one at the existing junction and one at the new junction - why do these not now appear on the plans?<br/><u>Zebra Crossing</u> – <b>Support</b> – <i>No comment.</i></p>   |
| <p>(24) Resident,<br/>(Hillwerke, Chinnor)</p>  | <p><u>Prohibition of Motor Vehicles</u> – <b>Support</b> – I am in favour of the proposal - however the bypass road from Mill Lane to B4445 should be completed and opened prior to the closing of the Mill Lane cross roads to prevent a huge increase in traffic from the estate travelling via Oakley Road down to Station Road. There are no double yellow lines along Station Road therefore traffic builds up quickly as cars are parked on the road and this would occur until the bypass road was opened. Once the works are completed is likely to be necessary to paint double yellow lines along a section of the B4445 either side of the entrance from the new by pass road onto the B4445. This will ensure that there is enough vision splay when pulling out of the new by pass road as the B4445 is a fairly busy road.<br/><u>Zebra Crossing</u> – <b>Support</b> – Locations of zebra crossings look good.</p>                           |
| <p>(25) Resident,<br/>(Thame Road, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – <b>Support</b> – <i>No comment</i><br/><u>Zebra Crossing</u> – <b>Support</b> – I support this zebra crossing but it is vital that traffic calming measures are introduced along the Thame Road - recent surveys have shown that traffic consistently exceeds the 30 mph speed limit, at times greatly so, and this is very dangerous for the zebra crossing. In addition, to enable pupils from the new housing to get to the playing fields and St Andrew's School there needs to be another zebra crossing on Lower Road. It can be difficult to cross at times..</p>  |
| <p>(26) "Email response,<br/>(unknown)</p>      | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> – the new junction layout will lead to more rat running on Mill Lane and Estover Way, and also on High Street and Church Road which are ill suited for such use<br/><u>Zebra Crossing</u> – <b>Object</b> – I assume that the main purpose of the Zebra crossing is to facilitate foot traffic to and from the shops on Thame Rd. These "shops" do not currently have any measurable footfall. They do require adjacent parking for the loading/unloading of groceries, double glazed units, sofas and armchairs. Given the restrictions that the crossing and the new exit will have on parking, how are these units expected to function? If it is possible in the future that a minimarket will occupy the largest unit, is it common practice to grant permission for a retail outlet when the majority of customers will need to cross a busy main road, with or without a Zebra crossing?</p> |

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|   | <p>The new crossing would encourage pedestrians to cross Thame Rd and then Lower Road to gain access to these facilities. The crossing of Lower Rd at this point is extremely dangerous.. A crossing would be essential on Lower Rd close to the junction.</p>  |
| <p>(27) Email response,<br/>(unknown)</p>                       | <p><u>Prohibition of Motor Vehicles</u> – <b>Neither</b><br/><u>Zebra Crossing</u> – <b>Neither</b><br/>However, raised queries on whether parking restrictions are planned (including whether over-night restrictions are planned) and how far these would extend, specifically on Thame Road, Lower Road and Station Road to avoid causing congestion problems. Also queried if the 30mph speed limit will be extended to the north and whether any traffic calming measures are planned on Thame Road, and the routing / stops for school buses and services 40, 275, 320</p>  |
| <p>(28) Resident,<br/>(Thame Road, Chinnor)</p>                 | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> - there is sufficient space to provide a roundabout at the existing crossroads which would also provide an opportunity to provide an additional zebra crossing on Mill Lane near the junction; the current proposal does not take account of parking on Lower Road<br/><u>Zebra Crossing</u> – <b>Support</b>, - but concerned about the speed and volume of traffic and the potential hazards these may cause to users of the crossing, and also what appears to be insufficient parking provision that may lead to hazardous short term parking in the vicinity of the crossing and new junction. Also raises queries in relation to the siting of the bus stops, and expresses view that a comprehensive traffic safety plan – including potentially additional calming and a 20mph speed limit is required, and possibly also speed cameras, rather than what appears to be a piecemeal approach to addressing the traffic issues in the village especially given the proposed development in the village . This road is already unsafe for pedestrians, cyclists, horses and the disabled. The volume of foot traffic has risen noticeably since the development of the garden centre site and in the absence of statistical modelling for serious accidents; I am saddened to predict that it won't be long before there is a fatality on this section of road.</p> |
| <p>(29) Resident,<br/>(Elderdene, Chinnor)</p>                  | <p><u>Prohibition of Motor Vehicles</u> – <b>Neither</b><br/><u>Zebra Crossing</u> – <b>Neither</b> concerned over the location of the two existing bus stops in Thame Road in respect of the proposed zebra crossing, and that buses at the stops will obstruct visibility of pedestrians using the proposed crossing. Also requests clarification on the proposed location of the bus stops appears to have changed from plans previously supplied.</p>   |
| <p>(30) Resident<br/>(Thame Road, near<br/>proposed access)</p> | <p><u>Prohibition of Motor Vehicles</u> – <b>Object</b> - Mill Lane has been a thoroughfare for centuries, and the new road layout will increase traffic levels. The existing crossroads has an acceptable accident record. Access to the new development could be provided by a simple access road in and out of the development on Thame Road<br/>–<u>Zebra Crossing</u> – <b>Neither</b> –</p>   |

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Division(s): Berinsfield and Garsington

## **CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017**

### **PROPOSED EXTENSION OF 30MPH SPEED LIMIT ON THE A4074 AT NUNEHAM COURTENAY**

Report by Director for Infrastructure Delivery

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit northwards on the A4074 at Nuneham Courtenay.

#### **Background**

2. The above proposal – as shown at Annex 1- has been put forward as a result of the development of land on the east side of the A4074 Nuneham Courtenay, with a new junction being created to give access to the development and - if approved - would be funded by the developers.

#### **Consultation**

3. The formal consultation on the proposal was carried out between 18 May and 16 June 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to the statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council and Nuneham Courtenay Parish Council , as well as the local County Councillor.
4. Four responses were received as summarised at Annex 2. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal.
6. Three responses were received from members of the public, two (both from residents of Nuneham Courtenay) in support and one (from a resident of Caversham) registering an objection, but not stating grounds for the objection.

#### **Review of responses**

7. The responses of Thames Valley Police and the members of the public expressing support are noted. The member of the public expressing an objection gave no specific grounds and so it isn't possible to comment further on it.

8. Taking account of the proposed development and the above responses and also noting the limited scope of the proposed change (which would only extend the speed limit by approximately 40 metres) it is recommended that the proposal should be approved.

### **How the Project supports LTP4 Objectives**

9. The proposal would help facilitate the safe movement of traffic.

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

10. Funding for the proposed extension of the speed limit has been provided by the developers of the land adjacent to the A4074.

### **RECOMMENDATION**

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

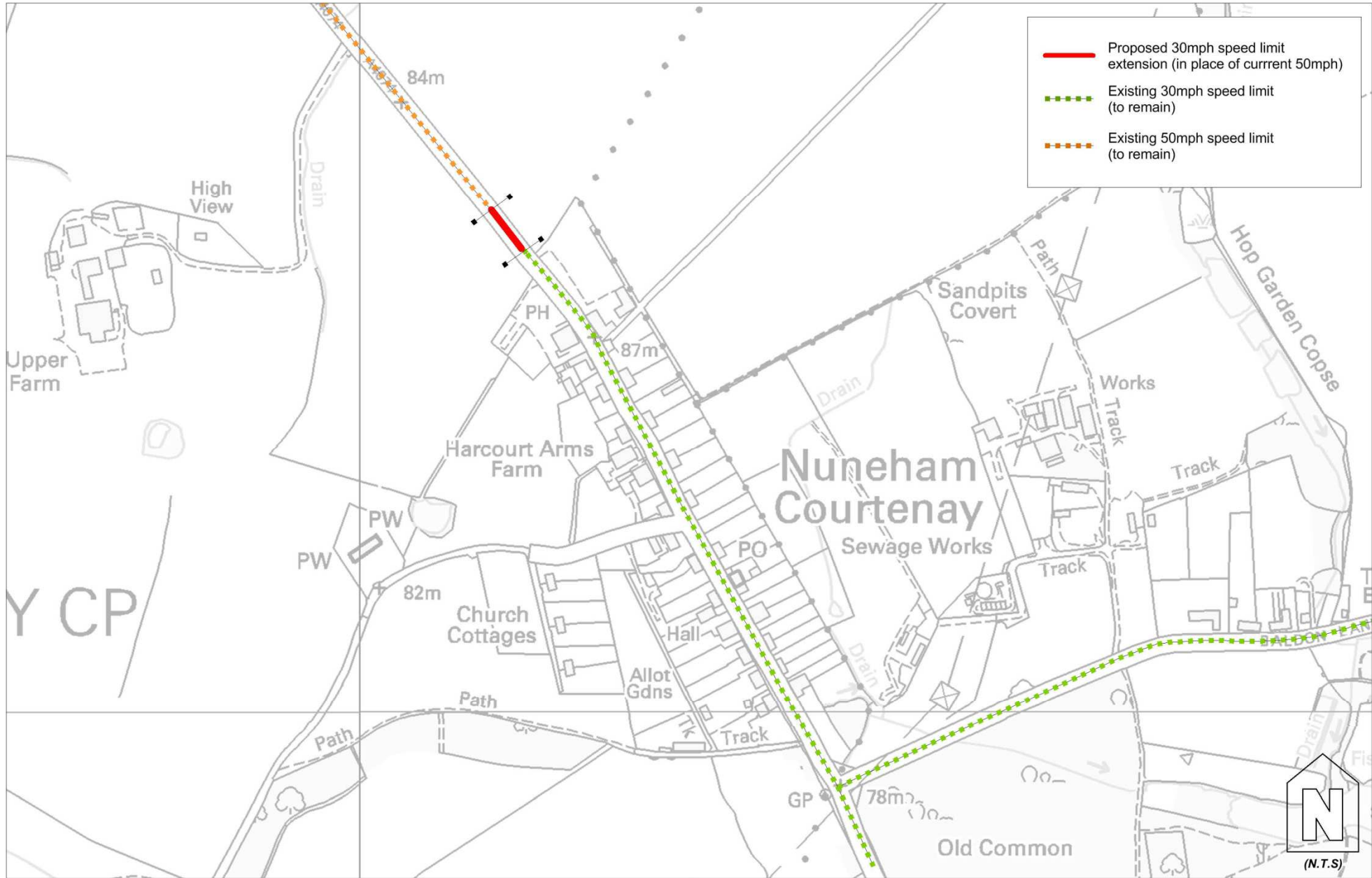
OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:            Plan of proposed restrictions  
   Consultation responses

Contact Officers:            Anthony Kirkwood 07392 318871

July 2017





| RESPONDENT                        | SUMMARISED COMMENTS   |
|-----------------------------------|---|
| (1) Thames Valley Police          | <p><b>No objection</b> - I have no objection to your proposal. I wish to make one request that consideration is given to co-locate the current gateway with the new sign location, in an effort to enhance this speed limit.</p> <p>The gateways at both ends of this village are currently in need of maintenance.</p> |
| (2) Resident, (Nuneham Courtenay) | <p><b>Support</b> - The works proposed by Oxfordshire County Council to extend the 30MPH limit at the northern entrance/exit of Nuneham Courtenay are most welcome and long overdue. These works assuage, long held, valid concerns, noted in 'Nuneham Courtenay Parish Council - Highways Issue List'.</p>             |
| (3) Resident, (Nuneham Courtenay) | <p><b>Support</b> - I fully support this VERY much needed 30mph "Speed Limit Extension". The sooner the better!.</p>  |
| (4) Resident, (Caversham)         | <p><b>Object</b> – <i>No comment.</i></p>   |

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Division(s): Hanborough and Minster Lovell

## **CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017**

### **PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND NEW 40MPH SPEED LIMIT AND RELOCATION OF TRAFFIC CALMING FEATURE, CHURCH ROAD HANBOROUGH**

Report by Director for Infrastructure Delivery

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit southwards on Church Road at Long Hanborough, and then to introduce a 40mph speed limit (in place of the existing national speed limit) between Long Hanborough and Church Hanborough, together with a proposal to relocate the existing traffic calming build out and road hump to the new terminal point of the 30mph speed limit on Church Road.

#### **Background**

2. The above proposals – as shown at Annex 1 & Annex 2 - have been put forward as a result of the development of land on the east side of Church Road, with a new junction being created to give access to the development and would - if approved - be funded by the developers.

#### **Consultation**

3. The formal consultation on the proposals was carried out between 8 June and 7 July 2017. A public notice was placed in the Oxford Times newspaper, and an email was sent to the statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council and Hanborough Parish Council , as well as the local County Councillor.
4. Six responses were received, as summarised at Annex 3. Copies of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposed extension of the 30mph speed limit or the relocated traffic calming build out and road hump, but did object to the proposed 40mph speed limit between Long Hanborough and Church Hanborough on the grounds that the character of the road is rural (but with a footway provided for pedestrians), and that the existing and amended traffic calming features at the entries to the 30mph speed limit at

Church Hanborough and Long Hanborough respectively helps ensure good compliance with the speed limit within the villages. It was also noted that no speed survey had been carried out to support the proposal.

6. Five responses were received from members of the public, all of whom were residents living in or near the Church and Long Hanborough villages (excepting one response where no address was given). Two of these responses included objections; one on the grounds that a 20mph speed limit was required on Church Road at Long Hanborough especially given the near misses observed in the vicinity of the primary school at school journey times, noting that there is now no school crossing patrol and that the zebra crossing by the school is not raised. The other objection was in respect of the proposed 40mph speed limit between Long and Church Hanborough and the proposed relocated traffic calming built out and road hump, on the grounds that neither were needed.
7. The remaining three responses expressed support or no objection to the proposals, but also requested further speed limits in the area, including on Lower Road (the road linking the A4095 to the A40 to the east of Church Hanborough) and the road into Church Hanborough from Lower Road, and also a weight limit through Church Hanborough and other measures to improve the safety and amenity of pedestrians and cyclists in this village.

### **Review of responses**

8. The response of Thames Valley Police is noted. In respect of their objection (and the objection from the member of the public) to the proposed 40mph speed limit, while the road is of a generally rural character, there are a number of premises and other accesses including to allotments, a cemetery and a 40mph speed limit (which would only extend over a distance of around 460 metres) is judged to be in accordance with the Department for Transport guidelines on setting local speed limits.
9. The objection from the member of the public in respect of the relocated traffic calming built out and road hump is similarly noted. These features, however, have been in place for many years and are very effective in controlling the speed of traffic and it is not considered appropriate to not relocate them at the new terminal point of the 30mph speed limit at Long Hanborough, noting that the existing built out and road hump at the current terminal point will be removed.
10. The objection to the 30mph speed limit extension at Long Hanborough on the grounds that a 20mph speed limit is required - in particular to reduce the risk of accidents in the vicinity of the primary school - is noted, but is not considered to be directly relevant to the proposals as advertised. Similar comments apply to the requests for other measures to improve road safety (reduced speed limits, a weight restriction, and other traffic calming measures) on Lower Road and at Church Hanborough, and although not ruling out further consideration of these in the future, this would be subject to funding becoming available and further consultation.



### **How the Project supports LTP4 Objectives**

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

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

12. Funding for the proposed extension of the speed limit and relocation of the traffic calming feature has been provided by the developers of the land adjacent to Church Road.

### **RECOMMENDATION**

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

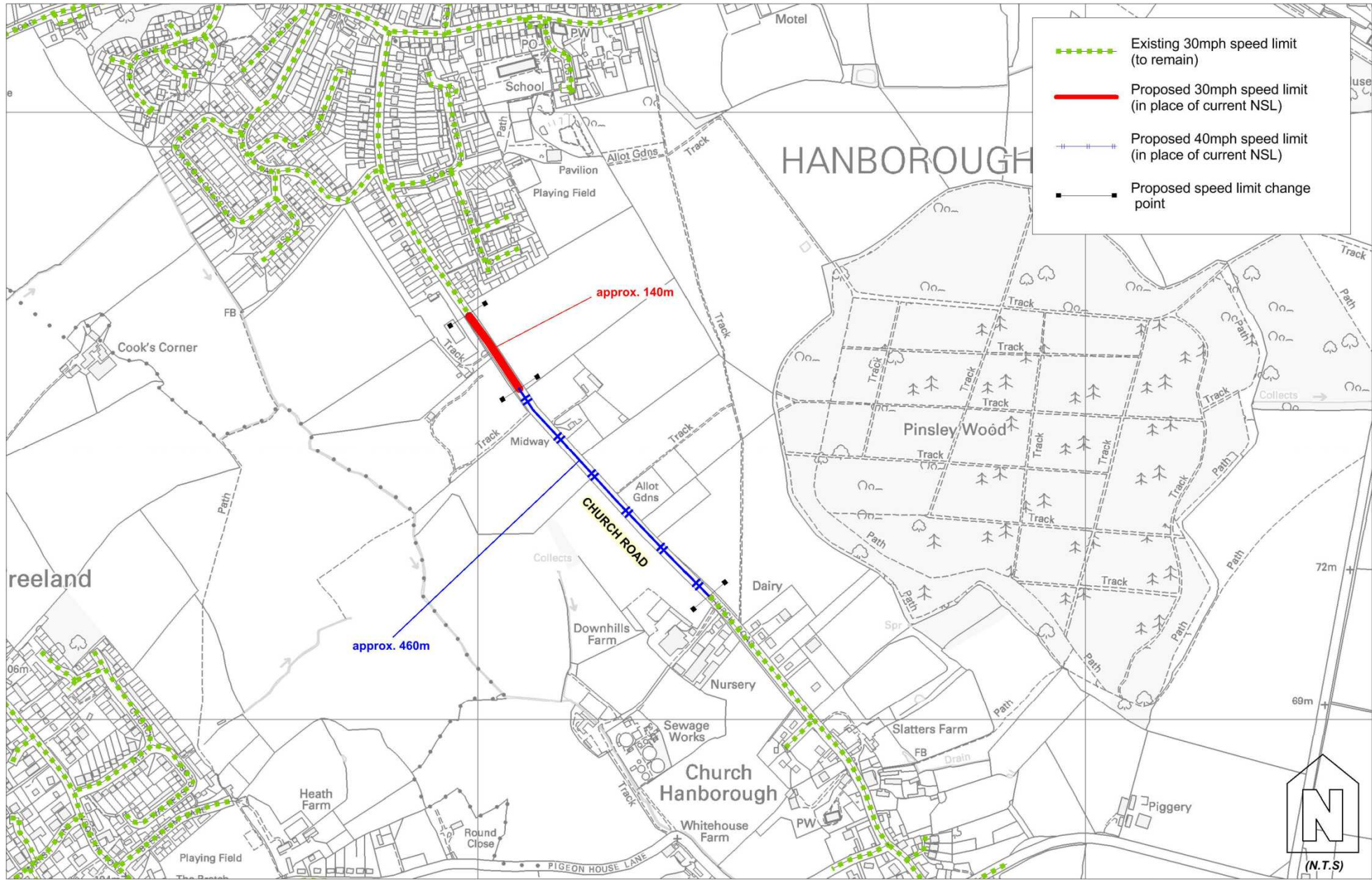
OWEN JENKINS

Director for Infrastructure Delivery

Background papers:            Plan of proposed restrictions  
   Consultation responses

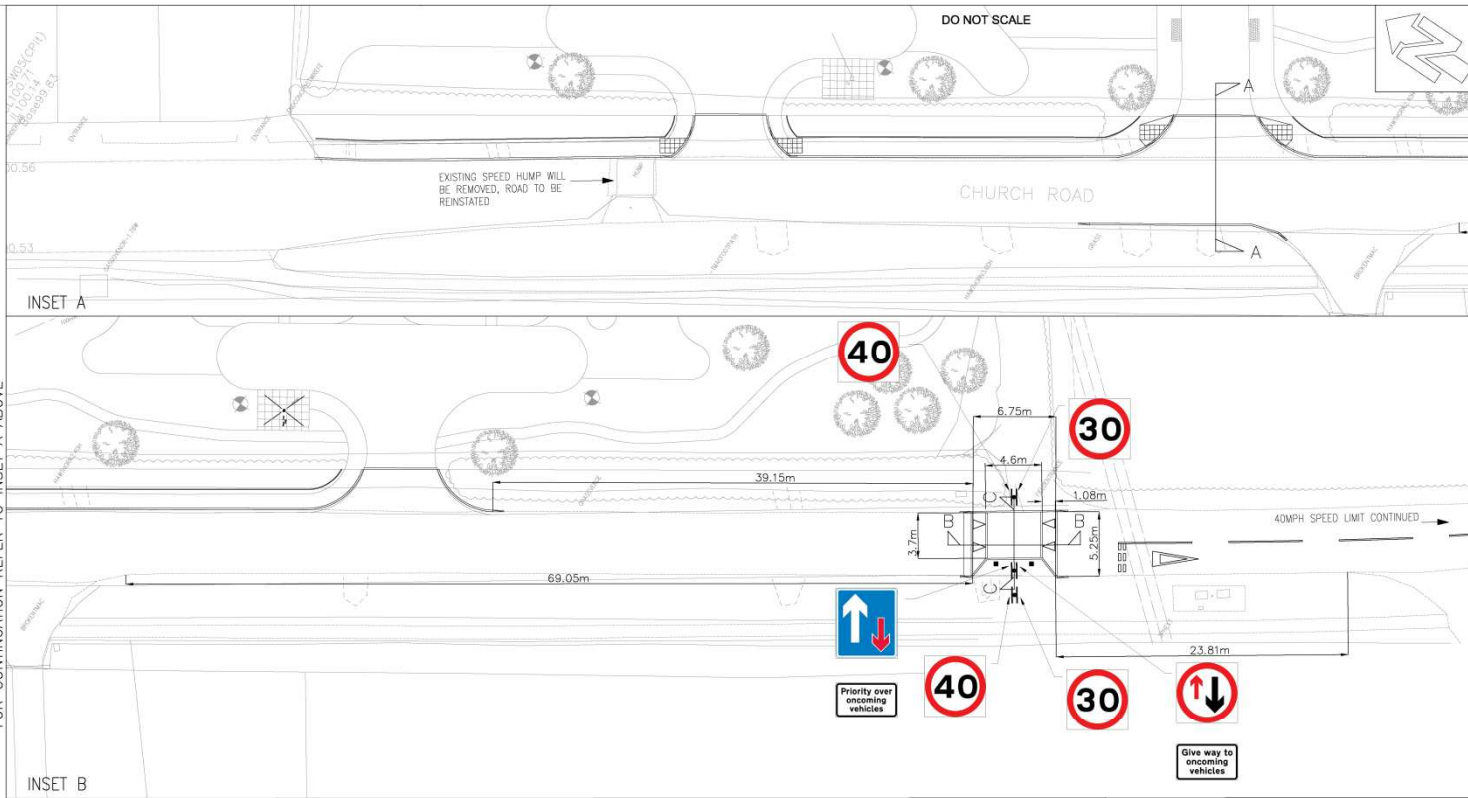
Contact Officers:                Anthony Kirkwood 07392 318871

July 2017

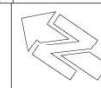
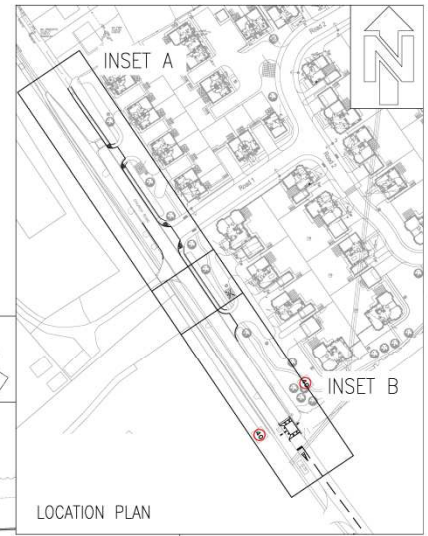


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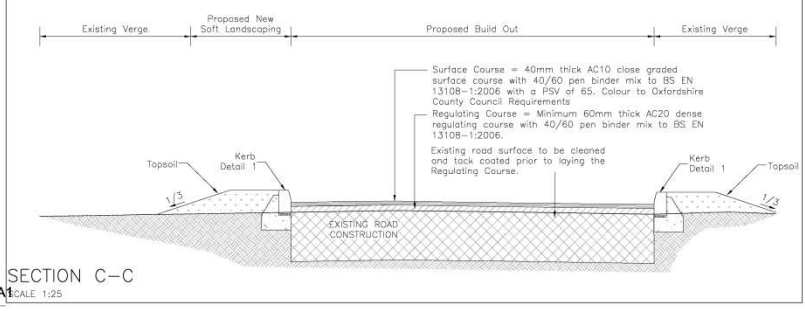
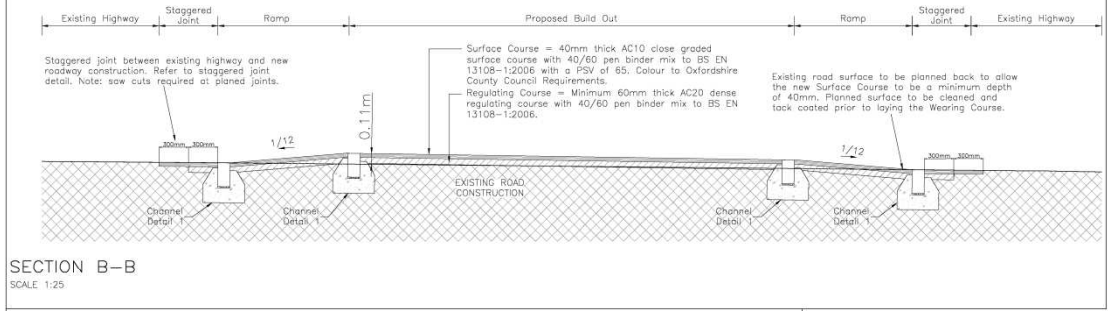
FOR CONTINUATION REFER TO INSET A ABOVE



FOR CONTINUATION REFER TO INSET B BELOW



- GENERAL NOTES:
- DRAWING SUBJECT TO THE APPROVAL OF OXFORDSHIRE COUNTY COUNCIL.
  - NO WORKS TO COMMENCE UNTIL THE SECTION 278 AGREEMENT IS IN PLACE.



|          |     |     |   |
|----------|-----|-----|---|
| DATE     | BY  | REV | DESCRIPTION   |
| 15.05.11 | MAH | 1   | SPEED LIMIT CHANGED FROM NATIONAL SPEED LIMIT TO 40MPH AND SLIPSTY ROAD SIGN REMOVED. |
| 12.05.17 | MAH | 2   | PRELIMINARY DRAWING   |

|                      |  |
|----------------------|--|
| DRAWING STATUS       |  |
| PRELIMINARY          |  |
| DRAWING TITLE        |  |
| SECTION 278 TRO PLAN |  |

PROJECT Church Road Long Hanborough Oxfordshire CALA HOMES Project Number 14530

**CHURCH ROAD  
LONG HANBOROUGH  
OXFORDSHIRE  
CALA HOMES**



|                  |          |       |        |
|------------------|----------|-------|--------|
| Drawn            | Checked  | Scale | Date   |
| MAH              | JCB      | 1:200 | MAY 17 |
| Purpose of Issue |          |       |        |
| FOR APPROVAL     |          |       |        |
| Drawing Number   | Revision |       |        |
| 14530:150        | A        |       |        |

| RESPONDENT                                      | SUMMARISED COMMENTS  |
|---|--|
| (1) Thames Valley Police                        | <p><u>30mph speed limit</u> – <b>No objection</b> – but would urge the Highway Authority to impose physical calming at the new gateway. The 40mph may criminalise drivers who consider it safe to attain speeds above this limit which may then bring an unwelcome enforcement burden where the limit serves no purpose and is ignored.</p> <p><u>40mph speed limit</u> – <b>Object</b> - The length between the villages is subject to development which has motivated the 30 mph extension at the Long Hanborough end. The road is rural and will remain fairly rural being straight with good forward visibility. In our history file records show that the speed here have been a concern within the current limits which lead to the installation of physical calming some time ago at both village gateways where the limits commence. This has rendered speeds in the 30mph section safer in a village environment for all users.</p> <p>The 30mph extension takes the limit closer to the Church Hanborough gateway and although DfT guidelines suggest consideration to joined limits (40mph) this in my view is not always necessary or advisable. I have requested speed profiles for the section subject of the potential 40 mph limit which have not been supplied. Drivers will drive to the road character and traffic conditions and at this location and may be tempered marginally by the extension and mandatory signing, more importantly by the current calming without the need for a further limit between the two. The safety of vulnerable users is mitigated by the presence of a footway west side.</p> |
| (2) Resident, (Roosevelt Road, Long Hanborough) | <p><u>30mph speed limit</u> – <b>Support</b> – <i>No comment.</i></p> <p><u>40mph speed limit</u> – <b>Support</b> - <i>No comment.</i></p> <p><u>Traffic calming</u> – <b>Support</b> – <i>No comment.</i></p>  |
| (3) Resident, (Church Road, Long Hanborough)    | <p><u>30mph speed limit</u> – <b>Object</b> – It needs to be 20mph as Church Road has the main school crossing. The Lollypop lady has been removed and there is currently no hump. Every day there are near misses. These are seldom reported as the parent is normally too busy checking to see if their child is ok then to grab a number plate. With the increased traffic this crossing will become more dangerous.</p> <p><u>40mph speed limit</u> – <b>Support</b> - This section is very narrow and people rarely manage to get up to 40mph let alone 60mph.</p> <p><u>Traffic calming</u> – <b>Support</b> – But more needs to be done. Cars very quickly pick up speed on Church Road. The crossing is the MAJOR School/Pre-school/Playgroup/Park crossing and is currently not fit for purpose. It needs to be</p>   |

|  |  |
|--|--|
|  | <p>lighted, humped and have a 20MPH. During the winter months the low lying sun shines directly down that road and blinds car drivers. As far as we can tell no proper survey has been done of the current usage of Church Road but rather just of the highly dangerous co-op roundabout.</p>  |
| <p>(4) Resident, (Church Hanborough)</p> | <p>No objections to the proposals, but taking account of approved and potential development, and the traffic that will be generated by these, requests consideration of:</p> <ul style="list-style-type: none"> <li>a) An enforced weight restriction at Church Hanborough from the Lower Road junction to the north end of the built up area of the village to remove all HGV's other than those requiring access to the village.</li> <li>b) A 40mph speed limit between Lower Road and the 30mph speed limit at Church Hanborough given a history of accidents near College Farm involving vehicles from Church Hanborough travelling at speed and failing to stop at the junction with Lower Road.</li> <li>c) A 50mph speed limit on Lower Road between the A4095 and the A40, but with also a 40mph speed limit in the vicinity of the Willow Cottage nursery and the Church Hanborough road junction (or alternatively a 40mph speed limit on the entire length of the road) given the poor alignment of the road in places and the numerous accesses onto the road, including houses, farms, and a pre-school nursery, and also the increase in traffic arising from planned development in the area.</li> </ul> |
| <p>(5) Email Response, (unknown)</p>     | <p><u>30mph speed limit</u> – no comment</p> <p><u>40mph speed limit</u> <b>Object</b> - does not support the planned 40mph speed limit between Long Hanborough and Church Hanborough along Church Road, as the road already has 'traffic calming' measures in place at each end of it which make the traffic slow down sufficiently. It is hardly worth drivers speeding up in the middle section knowing they will have to slow down as they approach each village.</p> <p><u>Traffic calming</u> <b>Object</b> Also does not support the 'traffic calming' which is already in place in other areas of Long Hanborough have 'calmed' the traffic to a virtual standstill - this has resulted in higher levels of pollution and noise along the A4095. If further traffic calming devices are used in Church Road they would also increase noise, pollution and have a detrimental effect on nearby residents. The stated reason for this change is the future development in Church Road, but this is years away.</p>   |
| <p>(6) Resident, (Church Hanborough)</p> | <p><b>Support</b> Please register my support for your proposals, but additionally requests:</p> <ul style="list-style-type: none"> <li>a) An enforced weight restriction through Church Hanborough</li> <li>b) A 20mph speed limit in the centre of Church Hanborough, noting that the lane in the centre of the village is a surface shared between vehicles, pedestrians, horse riders and cyclists and that there is no footpath next to the road. Consideration should also be given to providing a length of block paving for the road where passing in front of the church car park (Village Green)</li> </ul>   |

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Divisions: Chipping Norton, and Witney South and Central

## **CABINET MEMBER FOR ENVIRONMENT– 20 JULY 2017**

### **PROPOSED DISABLED PERSONS PARKING PLACES WEST OXFORDSHIRE DISTRICT**

**Report by Director for Infrastructure Delivery**

#### **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 Chipping Norton, Great Rollright, and Witney.

#### **Background**

2. New DPPPs have been requested by disabled residents in Gloucester Place, Witney, and Old Forge Road, Great Rollright. In addition, one of the users of a 2-vehicle DPPP in Distons Lane, Chipping Norton has died and it is proposed to reduce it in length to accommodate only one vehicle. At the same time, a resident suggested that the Access Protection Marking outside No 26A be reduced in length. These locations are shown on plans at Annexes 1 – 3. The report considers the outcome of a formal consultation held on these proposals.
3. Other proposals advertised at the same time were either unopposed, or had queries arising which have been resolved satisfactorily. These have therefore been dealt with under my delegated authority to avoid unnecessary delays to applicants.

#### **Formal Consultation**

4. A copy of the draft Traffic Regulation Order, statement of reasons, and public notice appearing in the local press, containing the proposed parking place changes were sent to formal consultees on 15 June 2017. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall, and the West Oxfordshire District Council Town Centre Shop in Witney. They were also deposited at local libraries and were 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.

5. One resident of Gloucester Place, Witney objected to the proposal, and a number of residents, while supporting the proposal, requested that other informal markings be installed or refreshed. These requests are being dealt with separately. One resident objected to the proposal in Old Forge Road, Great Rollright, and three residents while not objecting to the proposal objected to the amount of cars and trailers the applicant has parked in this part of the road. These comments have been passed to Thames Valley Police. Seven Distons Lane residents (including one couple who are moving in) responded to the consultation. All were in favour of reducing the length of the disabled bay. Four Distons Lane residents requested that the nearby Access Protection Marking (APM) be reduced in length, two wanted it left as it is and one didn't refer to it. These are summarised at Annex 4 together with officer responses. Copies of all the responses received are available for inspection in the Members' Resource Centre. The County Councillors at the time of the consultation indicated their support for the DPPP proposals in their Divisions.
6. Having carefully considered the points made by the objectors, and recognising that in locations where parking is congested disabled people are at a greater disadvantage, it is suggested that the proposals proceed as advertised. It is further recommended that the APM in Distons Lane is either left intact, or reduced in length by no more than 1 metre.

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

7. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose.

### **RECOMMENDATION**

8. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed changes, amended as set out in the report**

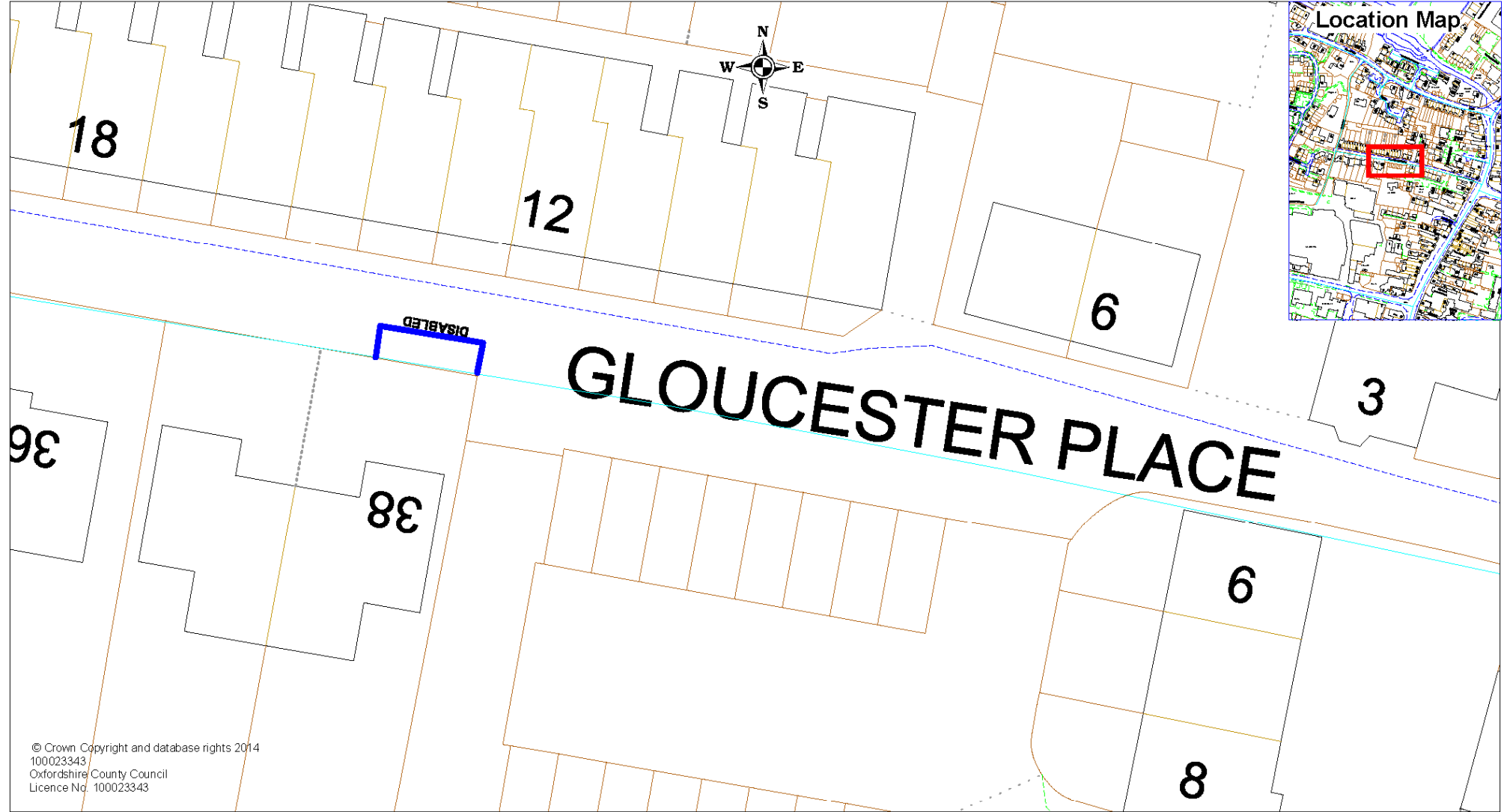
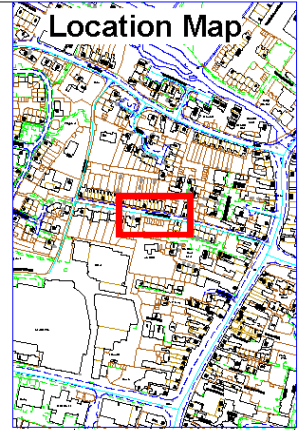
Owen Jenkins

Director for Infrastructure Delivery

Background papers:            Plan of proposed restrictions  
   Consultation responses

Contact Officers:                Anthony Kirkwood (07392318871)/Mike Ruse (01865  
   815978 or 0788302161)

July 2017



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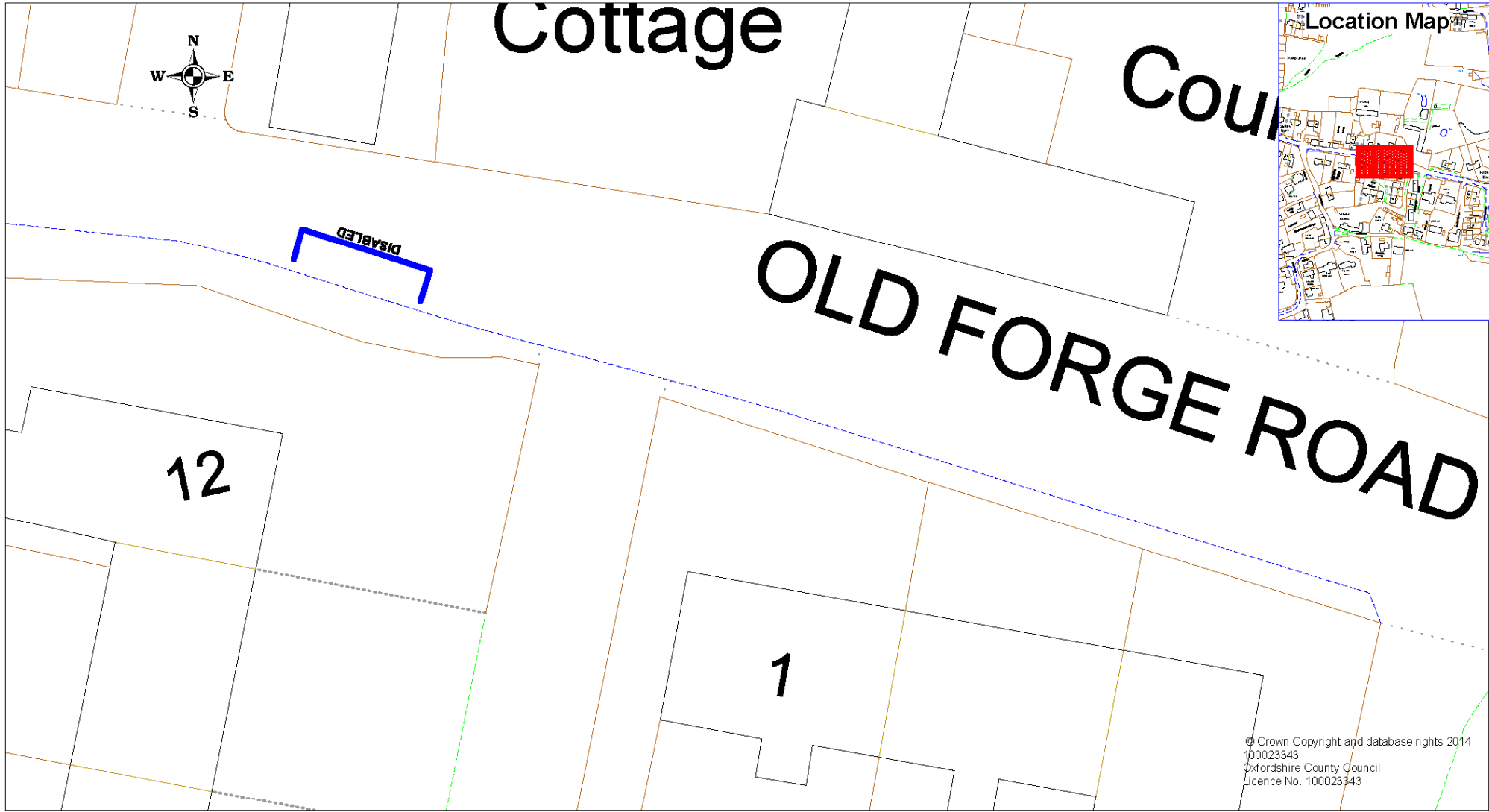
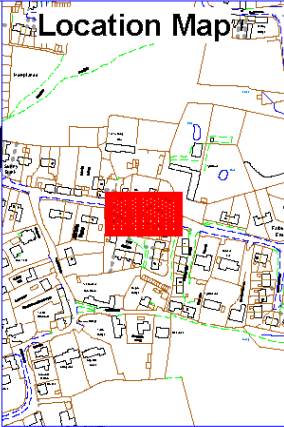


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COUNTY COUNCIL**  
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### Proposed DPPP Gloucester Place, Witney

|             |            |
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| SCALE       | NTS        |
| DATE        | 05/09/2016 |
| DRAWING No. |            |
| DRAWN BY    |            |

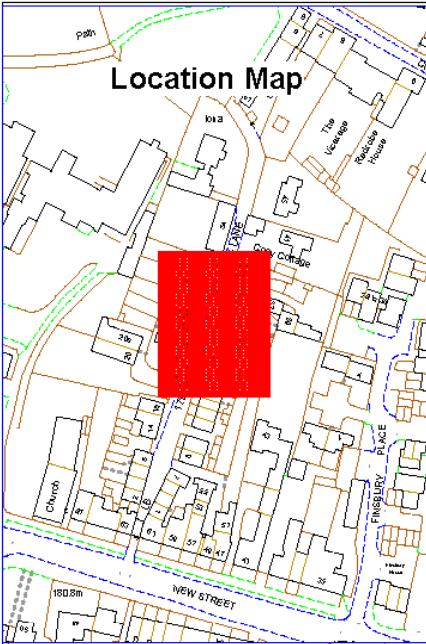
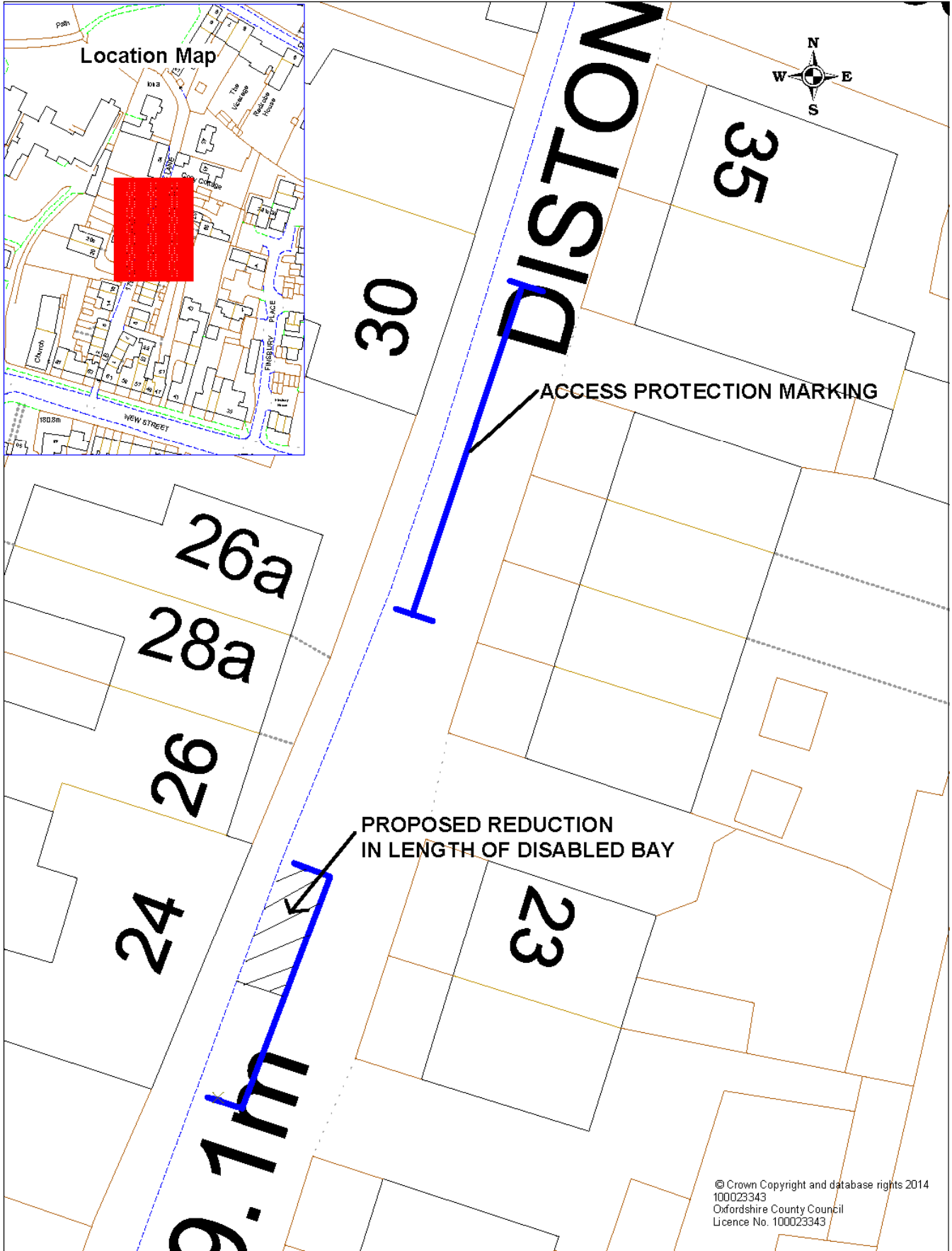


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### Proposed DPPP Old Forge Road, Great Rollright


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| DATE        | 31/03/2017 |
| DRAWING No. |            |
| DRAWN BY    |            |



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 **PROPOSED REDUCTION IN LENGTH OF DPPP, DISTONS LANE CHIPPING NORTON**

|             |            |
|-------------|------------|
| SCALE       | NTS        |
| DATE        | 10/07/2017 |
| DRAWING No. |            |
| DRAWN BY    |            |

## RESPONSES TO CONSULTATION

| RESPONDENT                                       | COMMENT  | RESPONSE   |
|--|--|--|
| <b>Proposed DPPP in Gloucester Place, Witney</b> |  |  |
| Resident,<br>Gloucester Place                    | Has no objection provided proposed DPPP stops short of his driveway. There is more room outside No 36. Notes that when empty no other able bodied resident will be able to park there, but it might be used by other badge holders.  | The bay will stop short of his driveway. A bay outside No 36 would be too far away for the applicant. It is unlikely that another badge holder (unless visiting) would park here as it's too far from shops/businesses. It is OCC policy to help the mobility of disabled residents. If the proposal is successful, as part of the work his driveway will be protected with an Access Protection Marking and he is happy with this solution. |
| Resident,<br>Gloucester Place                    | Doesn't object to the proposal but concerned about lack of parking in the road. Planning permission has been requested for development in Ash Close (off Gloucester Place) which may cause further parking problems. Could they get permits to park in the Marriotts Walk multi-storey car park which is nearby? | Permission not yet granted for Ash Close. The multi-storey is not under OCCs jurisdiction.   |
| Resident,<br>Gloucester Place                    | Supports the proposal. Could KEEP CLEAR marking at the end of the road be re-painted at the same time? Could marked out parking bays be installed in the parking area further down the road to help drivers park sensibly so more cars could park there?   | If the bay is approved this could be done at the same time.  |

|                                    |  |  |
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| Resident,<br>Gloucester Place      | Supports the proposal. Would the DPPP be removed if the applicant moved away from the road? Residents here are concerned about parking/traffic issues and the previous evening a young boy was injured by a cyclist at the end of the road by Puck Lane. Could something be done to make this safer?   | DPPPs are removed when they are no longer required. The issue of Puck Lane has been passed to a colleague to consider suitable signs/ bollards.  |
| Resident,<br>Gloucester Place      | Supports the proposal. Concerned about lack of parking in the road and surrounding area. The bay would be empty when the applicant was out as no other able bodied resident would be able to park there. If the proposal is successful, could parking be made better for the other residents, for instance being given permits for the Marriotts Way multi-storey? Planning permission has been requested for development at Ash Close, and if successful building supplies and work vehicles turning into the Close near the proposed bay. Would it be better to move the bay up the road? His son was injured by a cyclist at the junction with Puck Lane. Are cyclists allowed to cycle in the lane? If so would signage/markings to make this safer for pedestrians. | When parking is congested, the disabled are most disadvantaged so OCC gives priority to them where possible. The applicant has indicated that if the bay were to be located further up the road, she might not be able to reach it. Parking permits for the multi-storey are not within OCC's jurisdiction. Various markings will be carried out to help parking if the proposal goes ahead. Given the restricted nature of the road, very little else that can be done to increase parking provision without compromising driveways. If permission was granted for development at Ash Close, it is likely that strict conditions on the movement of building materials, vehicles and plant would be imposed to stop it affecting the road, although this couldn't be guaranteed. The issue of Puck Lane cyclists has been passed to a colleague to consider suitable signs/ bollards. |
| Two residents,<br>Gloucester Place | Do not object to the proposal. However, parking very restricted in the road. As they have a young child, they prefer to park here rather than in the open air car park nearby. Are objecting to the planning proposal for Ash Close because of the likely effect on parking. If this all goes ahead, would it be possible for them to get permits for the multi-storey?  | The applicant already parks in the location of the proposed DPPP when possible so this wouldn't decrease parking opportunities, except when the applicant was out, as non-badge holders couldn't park in the bay. As previous.   |

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| Resident,<br>Gloucester Place                           | The boundary to his driveway is next to No 38, where the DPP is proposed. Is worried about access – could the proposed bay be set a little back from his drive and an Access Protection Marking be installed in front of his drive? If this is not possible, could the bay be located outside No 36 instead?  | The proposed bay can be adjusted to help him, and an Access Protection Marking can be installed across his drive. As above.  |
| Two residents,<br>Gloucester Place                      | Profoundly disagree with the proposal as the street only has 17 spaces for cars and there are 23 houses. Many households have multiple cars. They know the applicant and many residents feel that on the occasions when she cannot walk to the car park she shouldn't drive as her reflexes wouldn't be quick enough to avoid young residents if they walk into the road. Most days she is able to walk to the pub or go dancing. It isn't fair to grant a DPPP to when only one resident is sometimes in need of one, when other residents have difficulty parking with shopping and children. When the applicant is away, the space would be empty as other badge holders going into town wouldn't use it. OCC should consider families with small children, other elderly residents, and NHS workers who work shifts and give them the same priority | As previous.   |
| <b>Proposed DPPP in Old Forge Road, Great Rollright</b> |   |  |
| Resident, Prew<br>Bungalows, Old<br>Forge Road          | Has included pictures of the applicant's trailers etc parked in the road. He doesn't object to the proposal as long as it is used and not just as storage for the applicant's car.  | The applicant does fulfil the eligibility criteria but the amount of trailers he keeps on the road would be a matter for the District Council or Thames Valley Police. |
| Resident, Prew  | Has limited mobility and believes that if the   | As above.  |



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| Bungalows  | proposal goes ahead the applicant should be forced to move his trailers and his second car so other residents and visitors can park here.   |  |
| Resident, Prew Bungalows   | Does not object to anyone deserving having a DPPP, but objects to the amount of trailers and vehicles the applicant has parked on the road. She has a 97 year old mother with mobility problems and can rarely park here. Applicant often has an unsuitable domestic electricity cable running on the ground from his home to his trailer. He also rents two garages, and a parking space from the Housing Association which he uses for another trailer. He treats this bit of road as his own.  | As above. The applicant needs his mobility scooter to get to the garages and his car is too big to get in either garage.   |
| Resident, Prew Bungalows   | The applicant thinks he is applying for a space reserved for him, whereas it could be used by any badge holder. Other badge holders live here so he may be worse off than he is now. She believes the current informal parking arrangements are better. It is not a problem to find a space to park here and the applicant already has adequate parking for his two cars, trailers and horse box. The applicant doesn't use the garages he rents for his cars as there is enough parking on the road. She doesn't think a disabled bay is necessary and is opposed to the proposal. | It has been made clear to the resident that the DPPP wouldn't be his. As above. The proposed bay has been sited at one end of the parking here to maximise use for other residents, and utilise the lamp column to fix the sign plate. |
| <b>Proposed reduction in length of DPPP in Distons Lane, Chipping Norton</b> |   |  |
| Resident, Distons Lane   | Has no objection to shortening the DPPP. Is rarely able to park near his home due to the DPPP and limited parking spaces.   | Noted.   |

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| Resident, Distons Lane | Thinks that it would be sensible to reduce the Access Protection Marking (APM) by nearly 4 metres at the same time as the proposed reduction in length of the DPPP to alleviate parking problems.   | If the APM was shortened by this amount it would then not cover all of the driveway.  |
| Resident, Distons Lane | She is surprised and disappointed that OCC is considering reducing the length of the APM. The reduction wouldn't make much difference to parking provision, but would affect her ability to access her drive. Residents already park partially over the line and any reduction would mean they might move even closer causing difficulty for her and her partner, who has a van, to swing in or out. Thinks OCC should install parking bays or provide a permit parking scheme. | Any reduction in the APM would have little effect on the amount of available parking in this part of the road in the same way that the proposed reduction in length of the DPPP would. Uncontrolled parking bays would not increase parking availability here – it might reduce it. It would be likely that residents would still park over the ends of the bays to ensure their neighbours could park. A controlled parking scheme would be too expensive for the funds available and couldn't be enforced adequately. |
| Resident, Distons Lane | Agrees with DPPP proposal but opposes any reduction in the APM as it would cause difficulties for the resident and hazardous parking to himself.  | Noted.  |
| Resident, Distons Lane | Has no objection to the DPPP proposal. The APM is about 4 metres too long and reduces the number of cars that can park in this part of the lane from five to four. The resident here has one of the widest parking bays in the lane and is able to drive into it in one go unlike other residents who have to manoeuvre several times.  | As above. APMs are installed to prevent parking obstruction and to provide easier access to off-street parking areas.   |
| Resident, Distons Lane | Agrees with the DPPP proposal provided the northern portion is removed. Believes APM is excessively long and supports the proposal to shorten it.   |   |
| Two residents,         | Will be moving into Distons Lane and the DPPP   | Noted.  |

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| Bloxham | is sited outside their new home. They agree with both proposals as it will give them and their new neighbours extra parking. |  |
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