



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

***Thursday, 15 May 2014 at 10.30 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 23 May 2014 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

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

Peter G. Clark
County Solicitor

May 2014

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

Note: Date of next meeting: 12 June 2014

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

Items for Decision

1. **Declarations of Interest**

2. **Questions from County Councillors**

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

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

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

3. **Petitions and Public Address**

4. **Science Vale: Winnaway Cycle Improvement Project** (Pages 1 - 14)

Forward Plan Ref: 2013/184

Contact: Lynda Dunsdon, Engineer Tel: (01865) 815287

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

5. **Middleton Stoney Road, Bicester: Proposed Road Humps and Puffin Crossing** (Pages 15 - 24)

Forward Plan Ref: 2014/040

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

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

Division(s): Hendreds & Harwell

CABINET MEMBER FOR ENVIRONMENT -15 MAY 2014

SCIENCE VALE: WINNAWAY CYCLE IMPROVEMENT PROJECT

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

Introduction

1. This report details the results of a public consultation on the installation of a series of measures on the A417, Winnaway and A4185, to improve safety and access for walkers, cyclists and equestrians between the two halves of Harwell Parish. Some minor amendments have been made to the proposals in line with comments received and the report recommends that approval be granted to proceed to implementation. A set of reduced scale plans showing the location and layout of the proposed measures are attached at Annex 1.

Background

2. In 2013 Harwell Oxford Joint Venture submitted a bid to the Local Enterprise Partnership (LEP) Growing Places Fund and has been granted funding. Oxfordshire County Council (OCC) has been commissioned with a Memorandum of Understanding to deliver the scheme by March 2015. The bid was to fund a range of cycle improvement schemes within the Enterprise Zone and Science Vale area.
3. The routes for improvement were agreed between Bicycle User Groups and OCC Transport Planners, specialising in cycling. The Winnaway is seen as a key route for improvement and has been given priority for the funding. The brief requires a clean hard surface for cyclists travelling between Harwell Oxford Campus and Harwell village and improved crossing opportunities on the A4185 and A417.
4. The project has been split into three sections as detailed below.

A417 Junctions: The proposals aim to assist crossing the A417 and reduce traffic speeds in the vicinity. Works will include: Pedestrian/Cyclist refuge islands, a new mini roundabout at the junction between the A417 and B4493, widening and conversion of existing paths to shared-use, an enhanced gateway treatment and a 30mph vehicle activated sign.

5. *Winnaway Bridleway:* The proposals aim to formalise this route for use by cyclists and equestrians by dedication as a Bridleway. (The route is currently a Public Footpath, but has historically been used by cyclists and equestrians.) Proposals include widening and resurfacing the existing path for cyclists and

walkers and it is expected that equestrians will use the grass verges or the stone track, as they prefer a softer surface.

6. *A4185 Shared-Use Path*: The proposals aim to assist crossing the A4185 by providing a link to the signalised crossing. The works will include a new shared-use path between the Winnaway and the existing Toucan Crossing/Sustrans Route 544.
7. The A417 and A4185 sections are within the Public Highway, but the Winnaway is privately owned. The dedication to Bridleway will need to be agreed with the adjacent residents/land owners. Early informal consultation established that the majority were in favour of the scheme, but three residents midway are against any improvements. This has necessitated the cycle path transferring from the east to the west side of the Winnaway for a short section.
8. The proposed scheme will contribute to:
 - Provide cycling commuters with a more direct and safer route to travel to Harwell Oxford Campus and the Enterprise Zone.
 - Provide leisure users with an improved facility and greater access to local amenities by sustainable modes of transport.
 - Increasing the numbers of people travelling sustainably with consequent benefits in terms of personal health.
 - Provision of a comprehensive cycle network in the area to enable access to employment, homes and services.
 - Reducing congestion and carbon levels.

Consultation

9. Public consultation on all three sections of the proposed scheme was undertaken between 10 February and 13 March 2014.
10. Consultation was carried out with Emergency Services, County, District & Parish Councillors, Local User Groups (including Cycling, Walking, Public Transport & Disability Groups) and all residents and landowners within the area of the scheme. Copies of the public notice were posted on street furniture within the vicinity of the proposed scheme.
11. 35 written responses have been received during the consultation process with 23 in favour, ten with general comments on the scheme and two objections. (There was originally a third objection, but after meeting and discussing the scheme in more detail the objection was withdrawn and replaced with support for the scheme.)
12. The responses commenting on the scheme were asking for more details which were supplied. Comments from the OCC Public Transport Team resulted in segregation of the shared-use path behind the bus stop on the A4185.
13. The objections received were based on:

- Opposition to changing the Winnaway from a Public Footpath to a Bridleway (lack of maintenance by OCC, obstruction of access for residents, only offering benefit to a selected part of the community).
 - Opposition to the shared-use paths and the position of the mini roundabout.
14. Thames Valley Police confirmed that they have no objections to the proposals.
15. Responses received in support of the scheme have been from Harwell Parish Council, the County Councillor, local residents, the local Bicycle User Group and members of the local community who regularly use the route for commuting and leisure. There have also been responses from cyclists who currently do not use the route but would like to in the future.

Officers Comment on Consultation Responses

16. The A417 and A4185 sections of this scheme are within the Public Highway, but the Winnaway is not. The land is not registered and OCC Legal team have stated that there is a presumed ownership up to the centre of the Way by the adjacent Landowners. A dedication to Bridleway will need to be agreed with all the residents/land owners on the side adjacent to the proposed Bridleway. Early informal consultation established that the majority are in favour of the scheme, but three residents midway are against any improvements. This has made it necessary to transfer the cycle path from the east to the west side of the Winnaway for a short section. (See drawings S-000579-FEA-000-038 and 039 for the layout in front of these properties and a photograph looking south, all within Annex 1). They have now formally objected to the Bridleway.
17. A summary of responses received along with officer comments is included at Annex 2 to this report. Copies of the consultation responses are available for inspection in the Members' Resource Centre.

How the Project Supports LTP3 Objectives

18. The project meets Local Transport Plan 3 objectives, especially:
- Improving accessibility to work, education and services
 - Securing infrastructure and services to support development
 - Developing and increasing cycling and walking for local journeys, recreation and health.

Equality and Inclusion

19. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation, age or disability.

Financial and Staff Implications (including Revenue)

20. Staff resources from the Highways and Transport Service will be required to deliver the project.
21. Funding for the scheme is allocated from LEP Growing Places Fund for construction in financial year 2014/15.

RECOMMENDATION

22. **The Cabinet Member for Environment is RECOMMENDED to approve the proposals as shown in Annex 1 to this report and to progress to detailed design and delivery in 2014/15.**

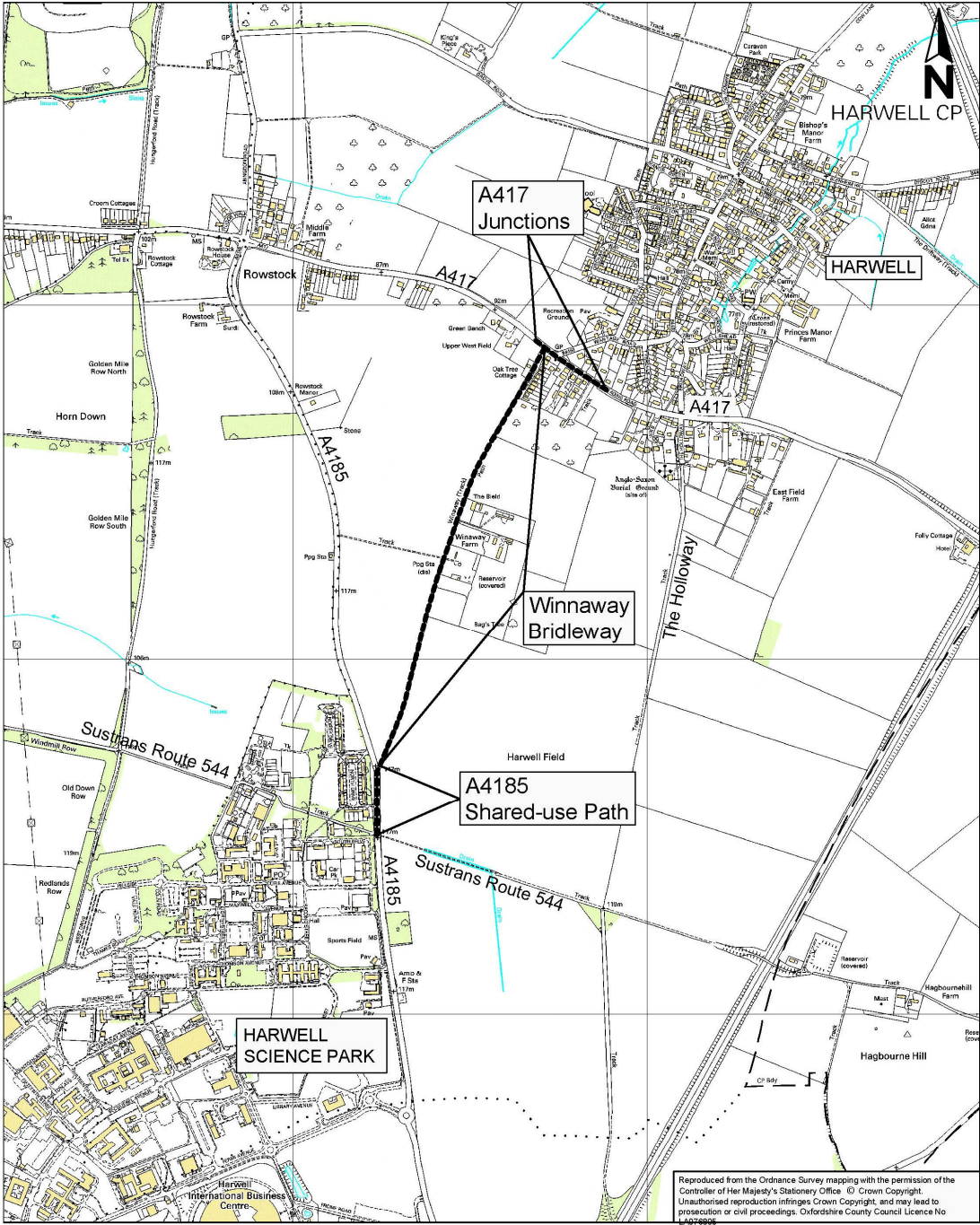
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation Documentation

Contact Officer: Jim Daughton

April 2014

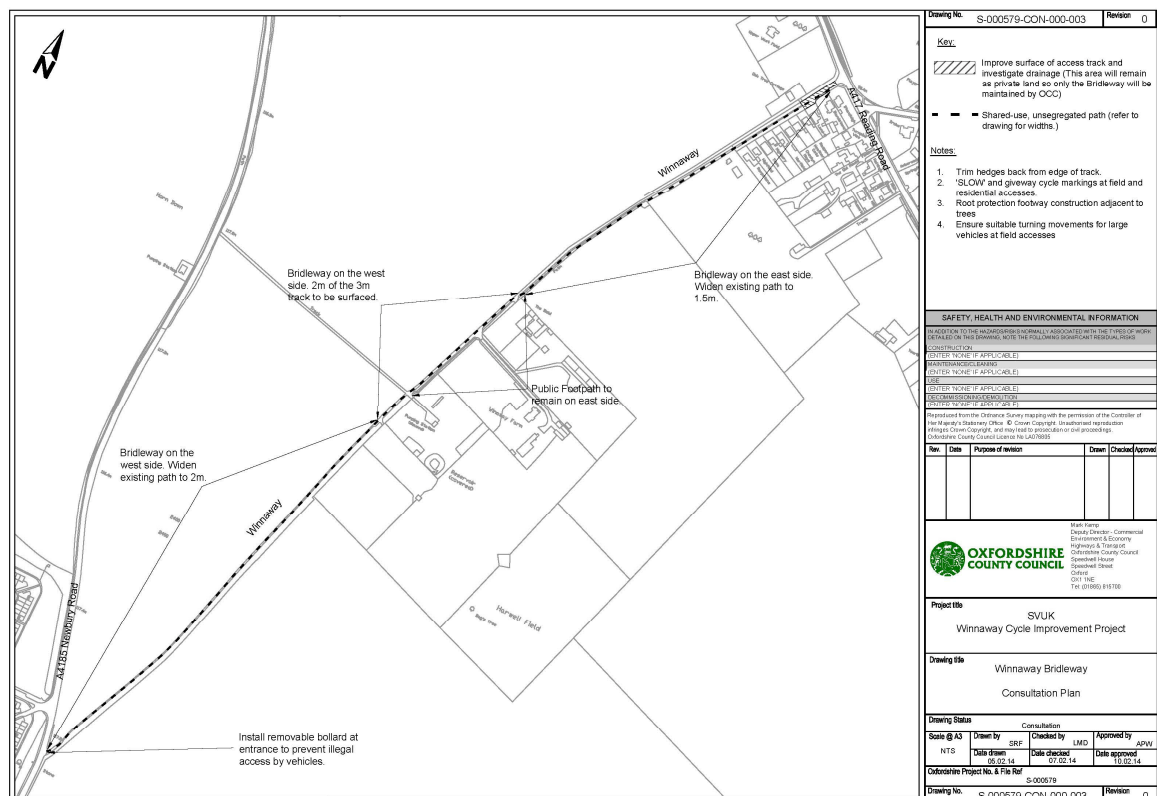
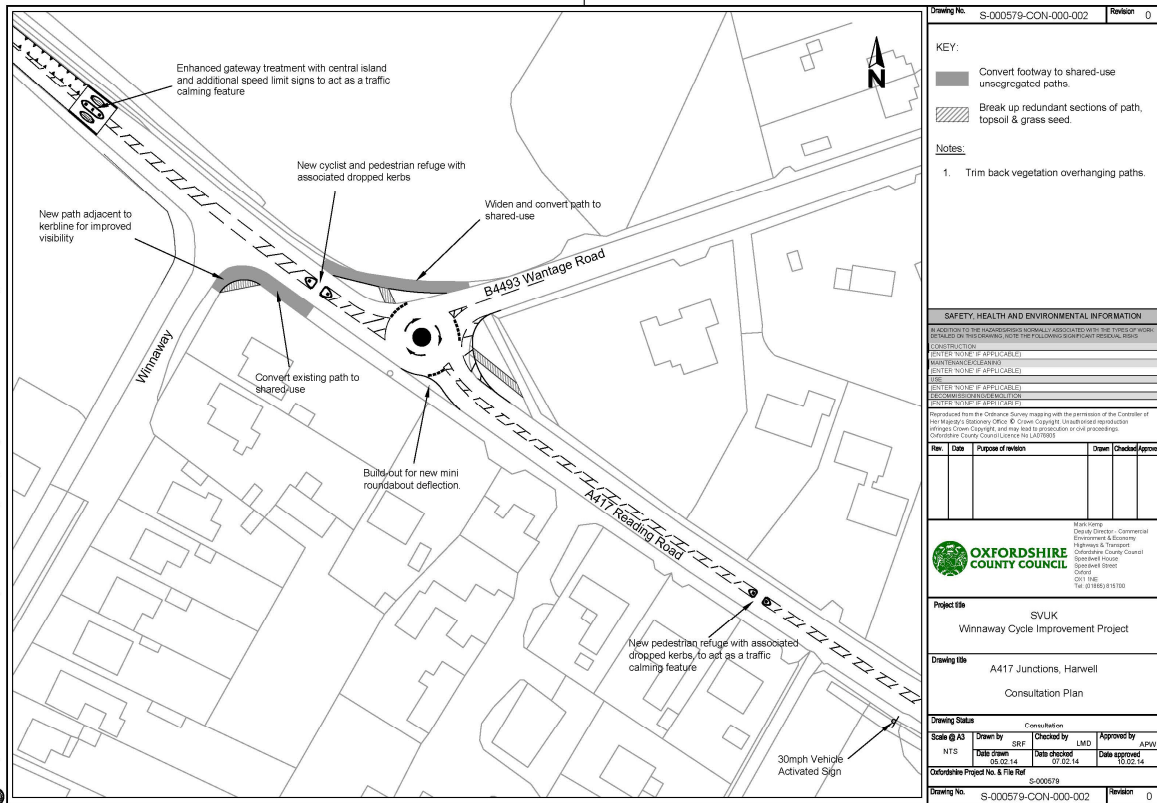


SVUK Winnaway Cycle Improvement Project					
Location Plan					
S-000579/CON/000/001				Rev. 0	
Drawn by:	Date:	Checked by:	Date:	Approved by:	Date:
SAC	25.11.13	LMD	05.02.14	APW	07.02.14

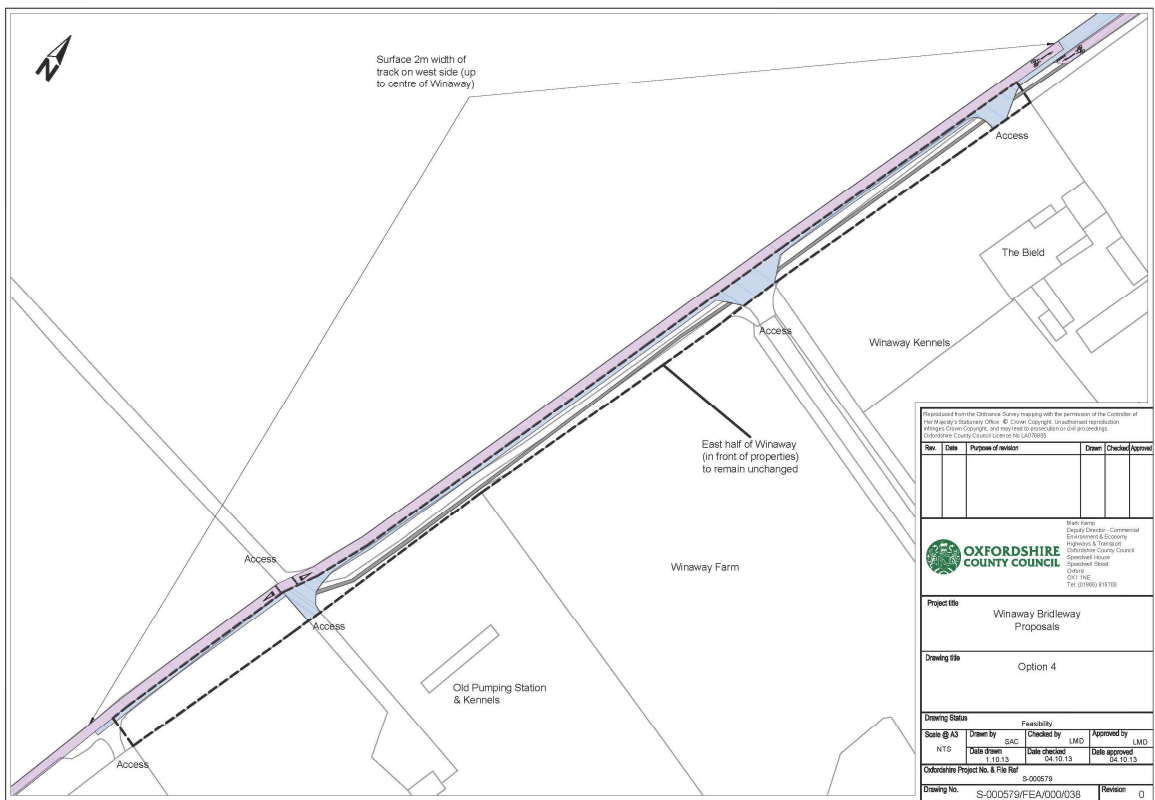
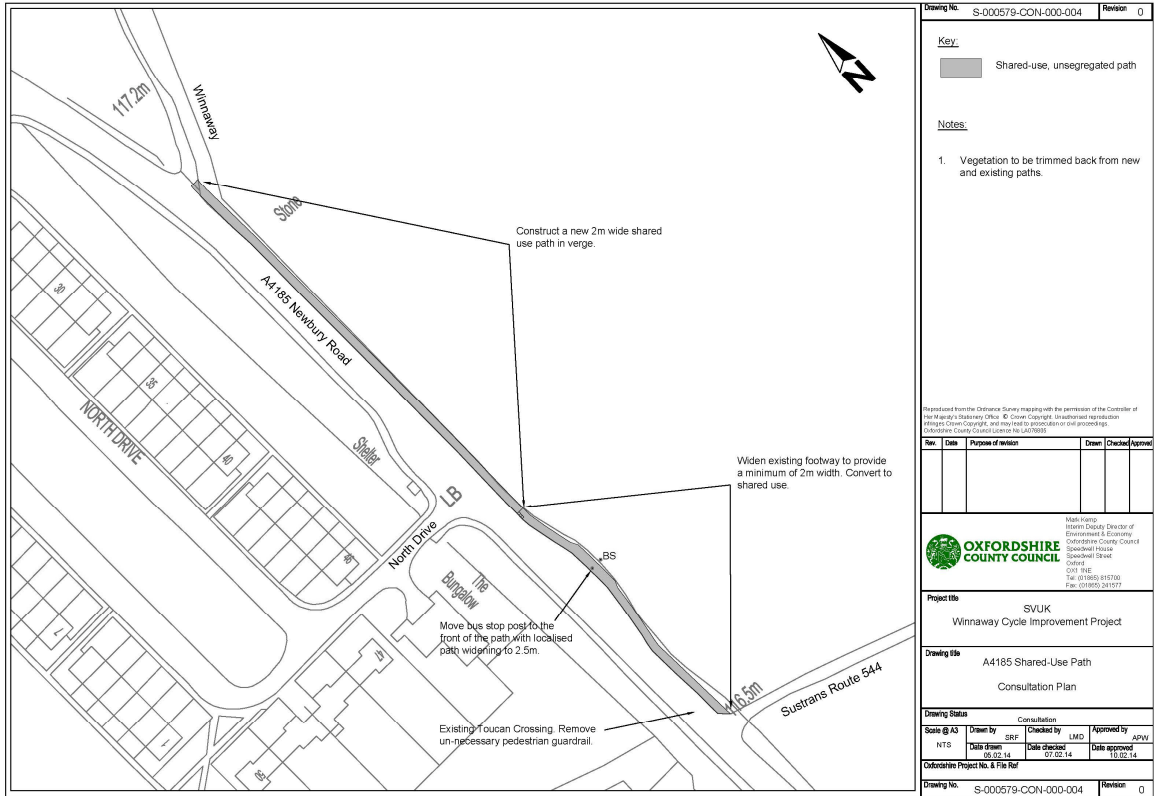


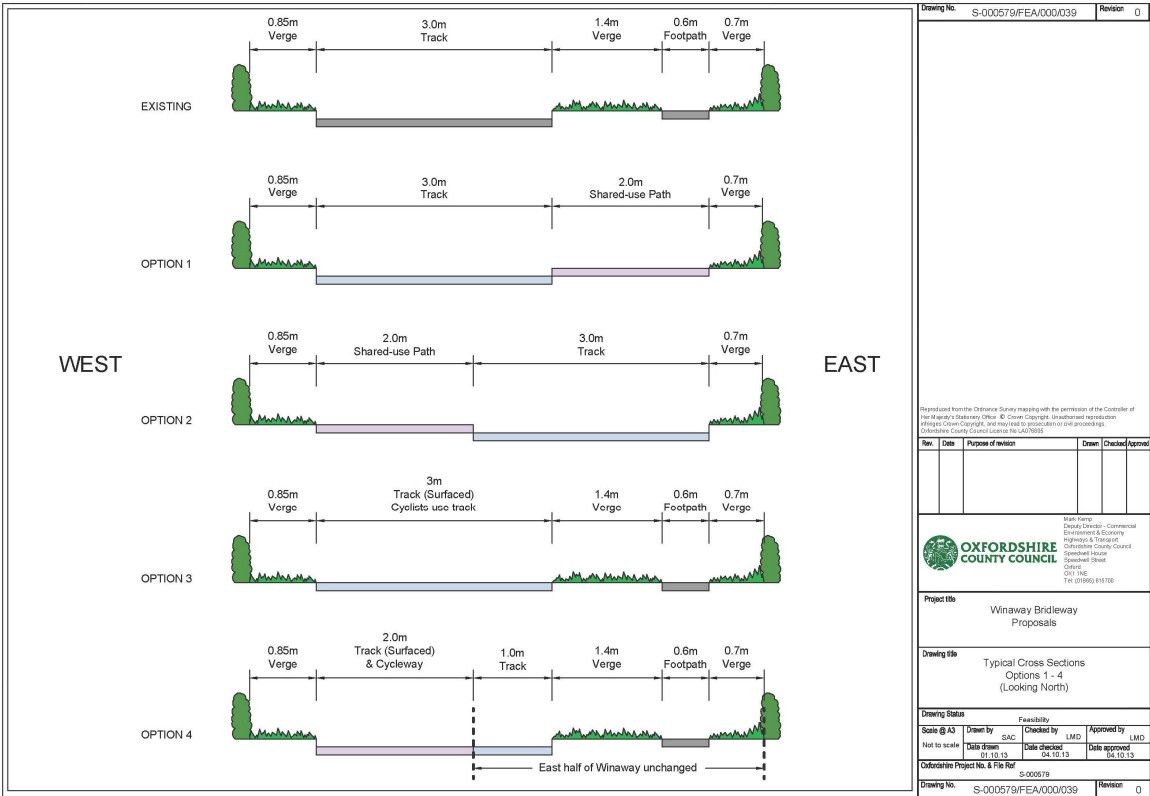
**OXFORDSHIRE
COUNTY COUNCIL**

Mark Kemp
Deputy Director - Commercial
Environment & Economy
Highways & Transport
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford OX1 1NE
Tel: (01865) 815700



CMDE4





ANNEX 2**Summary of comments received during Consultation**

Respondent	Support proposal	Comments	Officer Comments
Harwell PC	Y	In favour of the scheme, gives its full support and particularly welcomes improvements at each end of the Winnaway. Regrets that path has to deviate to the west midway.	There has been early and continual communication with the PC. The PC is aware that the three residents mid-way are against any improvements and moving the path to the west side for the section in front of their properties is the only solution.
OCC Area Steward	Y	Great Idea. Query size of refuge islands and turning movements	Confirm refuge size and that they have been positioned to allow suitable turning movements.
Winnaway Resident	Y	Pleased to hear about proposed improvements. Request additional design details.	Have agreed to provide further details when we have completed the detailed design.
Local Cycling Commuter	Y	I regularly cycle between Didcot & Harwell Campus & implementing these proposals would make it the safest route. It has my strongest support.	Support for the scheme noted.
Local Cyclist & Commuter	Y	Support this project which encourages car user to travel by bike instead. Intend to use once the path is improved.	Support for the scheme noted.
Local Resident & Walker	Y	Proposed improvements will be of great benefit. Rbt will help traffic flows and reduce speeds. A4185 path will increase safety immeasurably.	Support for the scheme noted.
3no. properties located mid-way along the Winnaway	N	Object to changing the Winnaway from a Public Footpath to a Bridleway. Three main points mentioned: lack of maintenance by OCC, obstruction of access for residents, only offering benefit to a selected	There have been various discussions and meetings with the residents prior to formal consultation. After hearing their concerns four different layout options were produced to find a mutually agreeable solution. Unfortunately they rejected all four and so we have proceeded

Respondent	Support proposal	Comments	Officer Comments
		part of the community.	<p>with Option 4, where there is no construction on their half of the Winnaway (see drawings S-000579-FEA-000-038 and 039 in Annex 1). 2m of the 3m track will be surfaced and its use will have to be shared by cyclists and residents' vehicles. This option will improve visibility when the residents are turning out of their accesses.</p> <p>Once it becomes a Bridleway, OCC will maintain the path for pedestrian and cyclist use and will only maintain the track to a suitable level for equestrian use. Maintenance of the track to a level suitable for vehicles will remain with the private owners. Residents did not want cyclists to use a dedicated path in front of their accesses, so they now have to share a short stretch of the access track. This is a very short length and the likelihood of their access being obstructed is very low.</p> <p>This scheme is offering benefit to a wide spectrum of the community, including walkers, cyclists, equestrians and reduced traffic for road users. There are already a large number of cyclists using the route and this scheme will take them off of the track and onto a dedicated shared-use path, allowing for easier vehicle access for the three residents.</p>
Local Resident	Y	Strongly support proposals.	Support for the scheme noted.
Local Resident	Y	Fully supportive of proposed improvements. This was the missing link to a good off road route to Harwell Business Centre.	Support for the scheme noted.

CMDE4

Respondent	Support proposal	Comments	Officer Comments
Local Resident and Leisure User	Y	Happy with the plan.	Originally objected to the shared-use paths. Objection was withdrawn after meeting on site on 11-03-14 to look at visibility and provide more details.
County Councillor	Y	A long awaited scheme.	Support for the scheme noted.
Local Resident & Cyclist	Y	I welcome this project. Winnaway is currently in poor condition and it's difficult to cross the A4185. Welcome improvements to A417, which will calm traffic and help pedestrians and cyclists cross. It's currently difficult to turn right out of Wantage Rd by car or bike, new roundabout will help this.	Support for the scheme noted.
Local Resident	Y	Excellent Idea.	Support for the scheme noted.
Local Resident & Commuter	Y	I strongly support all three aspects of the proposed scheme. I use the Winnaway to walk or cycle to Harwell Campus in good weather only due to the condition of the route, otherwise I use my car. I do not feel safe cycling the road route on A417 & A4185. These improvements will mean I can cycle/walk to work more frequently with associated health & environmental benefits.	Support for the scheme noted.
Local Resident	Y	Proposals look great. Will enhance & encourage cycling/walking in the area and will provide extra safety from Harwell Campus to	Support for the scheme noted.

Respondent	Support proposal	Comments	Officer Comments
		Harwell Village. An excellent proposal, money well spent.	
Winnaway Resident	Y	Pleased that improvements are being made to the path. Happy with proposals. Concerned that it will encourage vehicles to use it as a short cut. Concerned that cyclists will speed down the path and be a danger to others.	The stone track adjacent to the path at the north end will remain unchanged and should not look any more inviting to motorists. There will be bollards at the south end to prevent unwanted access. The visibility for cyclists and pedestrians is generally very good along the route, so with the wider path there should be space to pass more safely.
Local Resident	Y	Fully support this project.	Support for the scheme noted.
Local Resident & Leisure Cyclist	Y	Looks really good. Should encourage people to cycle from Harwell/Didcot to Harwell Campus.	Support for the scheme noted.
Local Bicycle User Group	Y	Strongly support this project. Would like the cycle island on A417 to be wider. A section of the Winnaway path is prone to ponding, would like this addressed. Would like the right turn lane on the A4185 into the Winnaway to be retained.	Met with representatives of the group on 05-03-14. Will look at widening the cycle island during detailed design. We are aware of the path ponding issue and a solution will be included in the design. We will retain the right turn lane, subject to Safety Audit. Will keep the group informed during detailed design.
Local Cyclist, Commuting & Leisure	Y	This is an excellent project and I strongly support it. This is a key opportunity to enable cycling, make it safer and take traffic off the roads. Less keen on the mini roundabout proposed for A417, can't see how it would make cycling safer.	The mini roundabout has been introduced to improve cyclist right turns out of the B4493. To improve safety there will only be single lane entry to the roundabout with suitable deflection on approaches and additional speed reducing measures the A417.
General Respondent	Y	I support this plan. It will allow more people to feel comfortable commuting to and from the Science Park.	Support for the scheme noted.

Respondent	Support proposal	Comments	Officer Comments
General Respondent	Y	I support this project.	Support for the scheme noted.
Local Resident & Leisure Cyclist	N	Happy with Winnaway & A4185 proposals but object to A417 proposals. Position of the mini roundabout: Should be moved further east along the A417 to slow traffic travelling from Rowstock into Harwell. Shared-use paths: Concerned about pedestrians sharing the path with cyclists, safety of cyclists returning to the carriageway and cyclists crossing the road to use the paths.	Meet with objector on 28-03-14 to discuss concerns. The mini roundabout is positioned for optimum visibility, vehicle approach deflection and to cater for turning movements of large farm vehicles. It is unlikely that we will be able to reposition it, but will look to during detailed design. We are proposing a number of measures to slow traffic on the approach from Rowstock, including the roundabout itself where vehicles will now have to give-way before turning. Shared-use paths have been shown to work well in locations with good visibility such as this. They are only short link sections so cycle speeds will not be high. These sections of shared-use path are being proposed for the less confident cyclists. There will be cycle give-way markings at the points where cyclists re-join the carriageway and sufficient visibility to do so safely. Traffic will also be travelling slower due to the mini roundabout and other traffic calming measures. If cyclists choose to cross the carriageway to use the shared-use paths, they will have to use the same caution in crossing as pedestrians would. Again, the slowed traffic will make this safer.
Local Resident	Y	Sounds like a splendid idea. From a walker, cyclist & runner.	Support for the scheme noted.
Harwell Oxford Campus	Y	Harwell Oxford welcomes proposals to improve the Winnaway as a cycle route. Growing group of	Support for the scheme noted.

CMDE4

Respondent	Support proposal	Comments	Officer Comments
		employees commute to the Campus by bicycle and we hope to see that increase. This surfaced off road route will provide a viable alternative to driving and a safer more usable cycle journey.	

Division(s): Bicester West

CABINET MEMBER FOR ENVIRONMENT - 15 MAY 2014**MIDDLETON STONEY ROAD, BICESTER: PROPOSED ROAD HUMPS AND PUFFIN CROSSING**

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

Introduction

1. This report presents the objections and other comments received during the course of the statutory consultation on two separate proposals: (1) for a series of road humps along Middleton Stoney Road, and (2) for a puffin crossing – plans showing both of these proposals are shown in Annex 1 and 2 respectively.

Background

2. The proposals arise from the development of land adjacent to the Middleton Stoney Road to the south as part of the South West Bicester Kingsmere Development. There will be 1,585 new homes and community facilities, including two new schools and a community hospital.
3. Separately to the statutory consultation for these measures under the Highways Act and Road Traffic Regulation Act being carried out by the County Council, these measures were also the subject of a planning application by the developers to Cherwell District Council under the Town and Country Planning Act. Approval (subject to conditions) for the measures was given by Cherwell District Council on 17 April 2014.
4. The proposal for traffic calming along Middleton Stoney Road comprises 16 pairs of road humps, (with each being: 2.5 metres long, 1.8 metres wide, with a maximum height of 75mm) placed in the centre of the traffic lanes; 5 pairs are proposed on the 540m length between Howes Lane and Shakespeare Drive, and a further 11 pairs on the 965m stretch between Shakespeare Drive and Oxford Road.
5. The traffic calming proposals also include the provision of advisory cycle lanes on both sides of the road throughout the length of the scheme.
6. The proposal for the puffin crossing on the Middleton Stoney Road is for a site approximately 305 metres east of its roundabout junction with Shakespeare Drive and Whitelands Way.
7. The works if approved would be funded by the developers of the above land.

Consultation

8. The consultation on the proposals was carried out between 13th February and 11th March 2014. Details of the proposals were displayed generally along Middleton Stoney Road, at the proposed crossing site and in the Oxford Times and Bicester Advertiser. Supporting documentation and plans were deposited for public inspection at Bicester Library and at County Hall, Oxford
9. Objections were received from 11 individuals and groups, including the local member and another County Councillor as well as a local Residents Association. A summary of these responses, along with officer comments, can be found in Annex 3.
10. No objections were received from Thames Valley Police in respect of either of the proposals on the basis that they would fully comply with national regulations and standards, and that their operation (should approval be given to implement them) be closely monitored. The police commented that calming measures were needed to help achieve acceptable levels of compliance with the 30mph speed limit in on a road that would otherwise lend itself to higher speeds.

Objections to traffic calming proposals

11. Objections to the proposals for speed cushions focussed on concerns over increased noise and pollution affecting local residents, and the potential damage to vehicles as they navigate the features.
12. Extensive experience of similar calming measures in Oxfordshire in a wide range of environments have showed good levels of speed reduction and improved safety where at locations where there was a prior accident problem. Similarly, such schemes have typically been well accepted by residents, with only a very small number of instances of noise concerns being raised, mainly in locations where houses are immediately adjacent to the features. Similarly very few concerns have been raised over air quality or pollution or damage to vehicles.
13. The Department for Transport (DfT) advice on traffic calming states that road humps (including speed cushions) are the most widely used form of traffic calming device because they have proved to be effective at controlling speeds and are generally applicable to most road layouts. The note goes on to outline the following advantages of cushions; they are an effective speed control device, they offer less discomfort than full width road humps to occupants of large buses and commercial vehicles and they also cause less delay to fire appliances and buses.
14. However the DfT also acknowledges that speed cushions can be unpopular with some local residents due to discomfort; concerns over the speed of motorcycles and large vehicles which are less affected by cushion layouts; fear of damage to vehicles; vehicles parking near the cushions; drivers

travelling in the centre of the road to avoid the cushions, and a perception of increased noise and vibration.

15. A number of objectors requested that traffic calming build-outs or chicanes as an alternative measure. However, officers have concerns about their appropriateness in this location. Speed reductions observed with such schemes are typically modest in the priority direction, and they can sometimes lead to vehicles speeding up to avoid the need to give way to oncoming traffic; for the non-priority direction they can introduce queuing and delays (and associated problems of pollution and noise). Typically build-outs are also not as convenient for cyclists, with bypasses often being difficult to maintain with debris etc. accumulating, and those cyclists choosing not to use bypasses feeling 'squeezed'. They can also introduce safety problems (for example shunts behind vehicles slowing to give way, head on conflicts, vehicles striking the physical build outs and loss of control accidents. A further consideration is that the maintenance required of signs, bollards and kerbing at build outs can be significant.
16. It is also worth noting that the 'build-outs' located in Buckingham Road and Banbury Road within Bicester have been the subject of complaint, and a number of injury accidents reported since their construction. These are single features rather than the series which would be required to achieve the same level of speed reduction as the proposed speed cushions.
17. Cllr Sibley, the local member, also requested that a shared use footway / cycletrack should be provided in preference to proposed advisory cycle lanes. While officers agree that in principle this would be a higher standard of provision for cyclists in comparison to the proposed advisory cycle lanes, it would not appear practical at present to progress this in view of the third party land requirements and cost.
18. In view of the above considerations, the officer recommendation is to approve this proposal.

Puffin crossing

19. One objection was received on the grounds that a 'Pelican' style crossing would be preferable to a 'Puffin', especially to assist families, children and the elderly in crossing the carriageway.
20. However, it is the Department for Transport's intention that Puffin pedestrian facilities become the standard form of provision of signalled pedestrian crossings. Puffin pedestrian facilities have been developed to provide improved operation for pedestrians attempting to cross and also to reduce the delay experienced by both drivers and pedestrians. They have also been noted to improve mobility for many pedestrian groups including disabled and older people as well as mothers with young children.
21. Taking into account the lack of objection from the Police and the DfT's desire to see Puffin crossings as the 'standard' form, the officer recommendation is to approve this proposal.

How the Project supports LTP3 Objectives

22. The proposals would help reduce the risk of accidents and improve road safety.

Financial and Staff Implications (including Revenue)

23. The cost of designing and implementing the proposals will be met by the developers. Maintenance of the signs will be met from the highways maintenance budget.
24. The appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

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

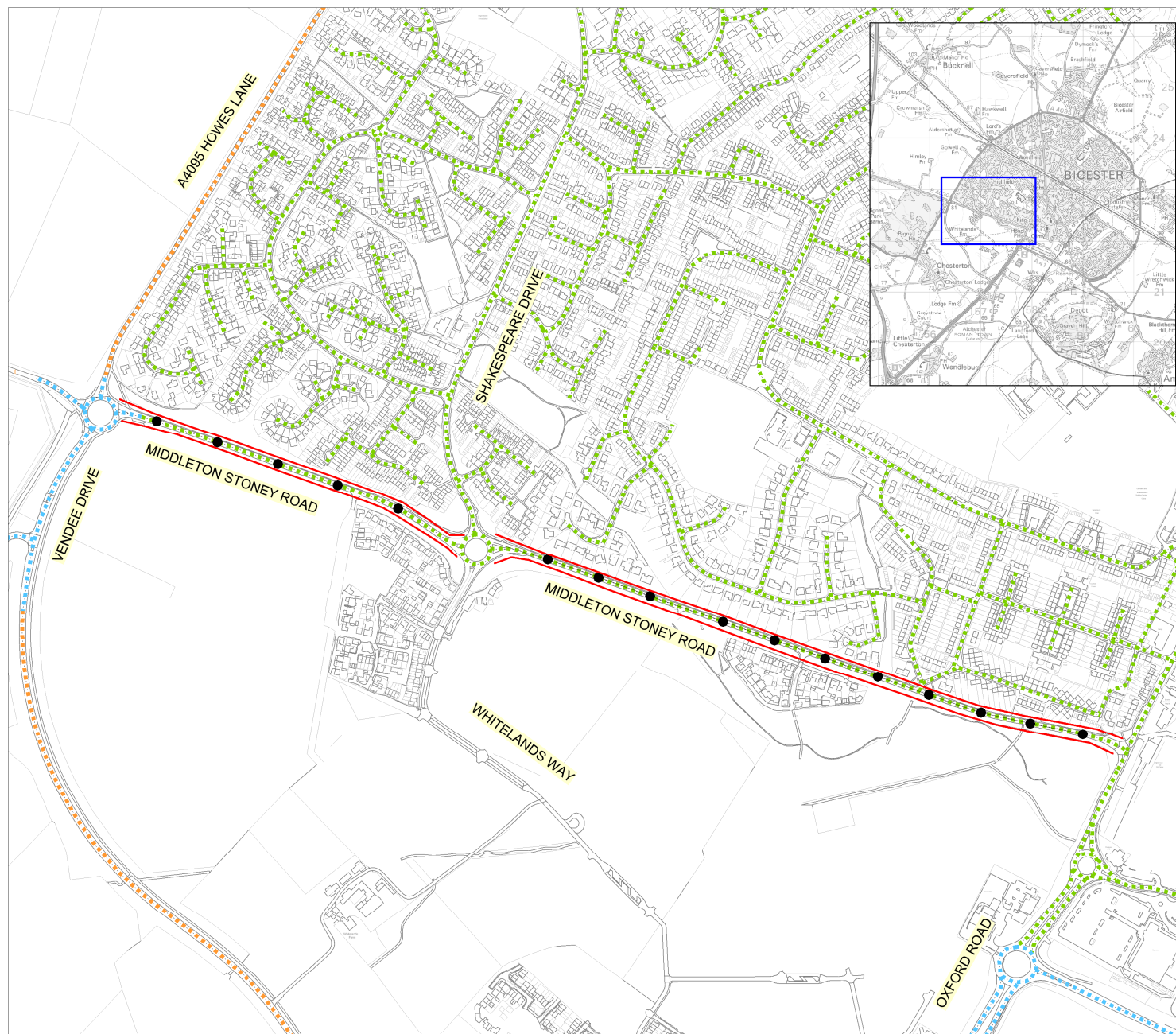
MARK KEMP

Deputy Director of Environment & Economy (Highways & Transport)

Background papers: Consultation responses
DfT advice notes on Traffic Calming and pedestrian crossings

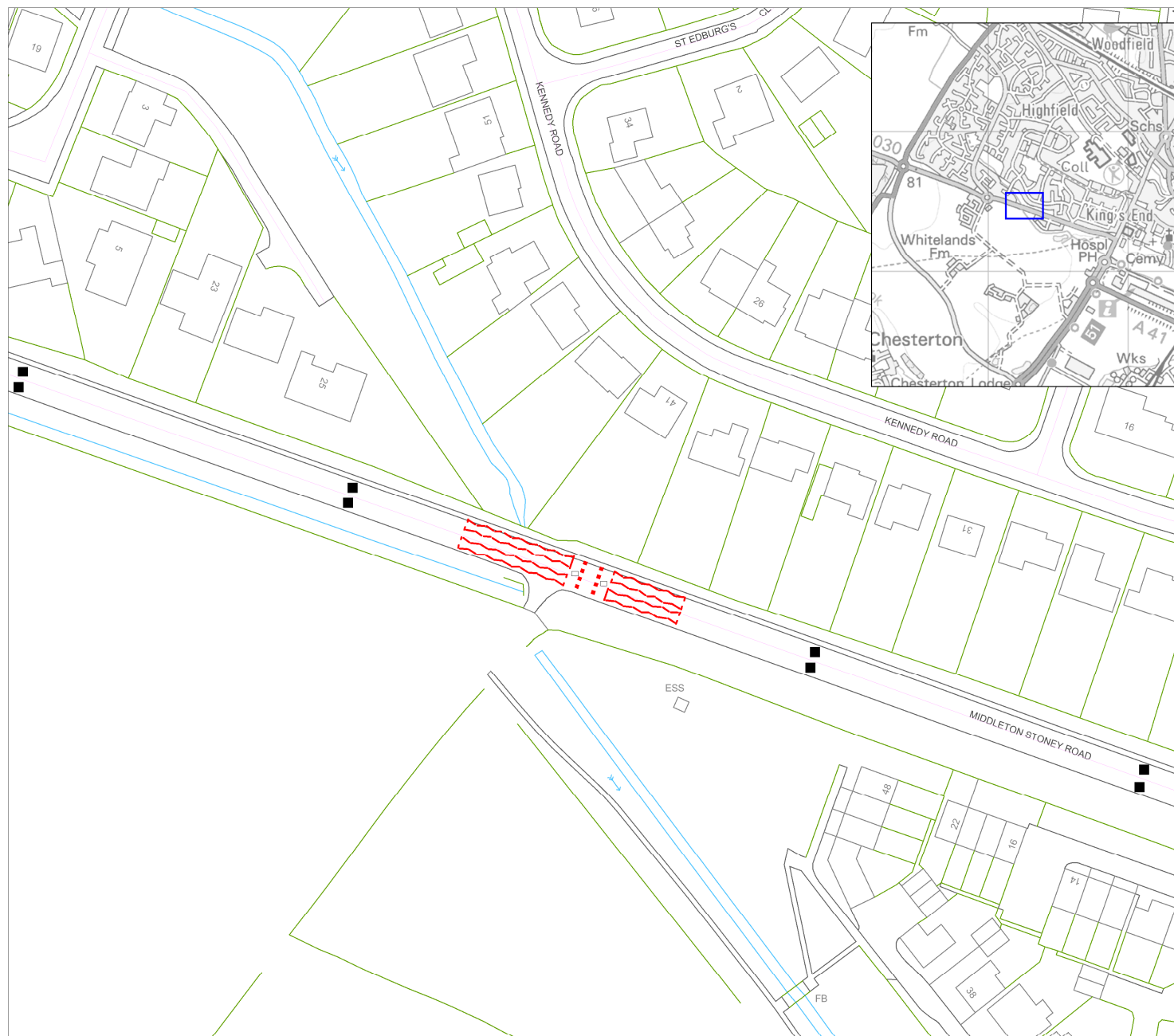
Contact Officers: Jim Daughton 01865 323364


April 2014



Drawing No.		Revision 2	
<ul style="list-style-type: none"> ● Proposed location of pair of road humps — Proposed advisory cycle lane on carriageway --- Existing 30mph speed limit --- Existing 40mph speed limit --- Existing 50mph speed limit 			
<div style="border: 1px solid blue; width: 20px; height: 10px; display: inline-block;"></div> Site Location			
<small>Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2013. 100023343</small>			
		<small>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</small>	
CABINET MEMBER FOR ENVIRONMENT 15 MAY 2014			
MIDDLETON STONEY ROAD (BICESTER) PROPOSED TRAFFIC CALMING			
Drawing Status			
Drawn by:	Checked by:	Approved by:	
CJM			
Date drawn:	Date checked:	Date approved:	
28/04/2014			
Drawing No.		Revision 2	

ANNEX 2



Drawing No.		Revision 1	
<p>■ Approximate schematic location of proposed road hump</p> <p>— Proposed location and general layout of proposed puffin crossing</p> <p>□ Site Location</p>			
<p>Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationary Office © Crown Copyright Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2013. 100023343</p>			
		<p>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</p>	
<p>CABINET MEMBER FOR ENVIRONMENT 15 MAY 2014</p>			
<p>MIDDLETON STONEY ROAD (BICESTER) PROPOSED PUFFIN CROSSING</p>			
Drawing Status			
Drawn by:	Checked by:	Approved by:	
CJM			
Date drawn:	Date checked:	Date approved:	
22/04/2014			
Drawing No.		Revision 1	

RESPONDENT	SUMMARISED COMMENTS	OFFICER COMMENTS
Cllr. Les Sibley (OCC Local Member)	Strong objection to the use of speed cushions on grounds of potential damage to vehicles, nearby buildings and road surface, danger to cyclists, and delays to emergency vehicles. Would prefer to see 'build outs' with priority traffic signs but would query need for physical calming measures, and would strongly support the provision of a segregated footway / cycletrack as an alternative measure, together with improved signing including the use of vehicle activated signs.	Speed cushions have been widely used in the county and have been found to reduce speeds and improve safety, without impacting on bus or emergency services. Build outs can introduce safety problems and delays / queuing, and have been found to be typically less effective in reducing speeds as compared to speed cushions. It is agreed that a continuous shared use footway / cycletrack would in principle be desirable but this is not considered viable at least in the short to medium term, and the proposed advisory cycle lanes are considered the only viable way of providing for cyclists at present. The police consider that traffic calming measures are essential to help ensure adequate compliance with the 30mph speed limit (see below)
Cllr Lawrie Stratford (OCC member – Bicester North)	Objection to use of speed cushions	See officer comments in response to Cllr Sibley's comments on speed cushions
Thames Valley Police	No objection to proposals for traffic calming and crossing. Consider that traffic calming is essential to reduce speeds on a road that lends itself to higher speeds, but recommend that the scheme is monitored closely to confirm that it is operating satisfactorily.	If approved, the scheme will be closely monitored, including a review of speeds and any injury accidents that may be reported.

Kingsmere Residents Association	Formal objection to proposals and raised concerns over extent of consultation. Would prefer to see build outs, pelican crossings, improved signage (including repeaters), speed cameras and a separate cycle track on south side of road.	See officer comments in response to Cllr Sibley's comments on speed cushions, build outs and a separate footway / cycle track. Speed cameras are unlikely to be an option at present, and repeater 30mph signs are not permitted on roads with street lighting (currently only part of the road has street lighting, but the remainder will be installed as part of the traffic calming scheme). The consultation was carried out in accordance with the statutory requirements.
Member of Public (via website)	Strong objection on grounds of potential for damage to vehicles and noise, and obstruction to HGV's and emergency vehicles - suggests roundabouts and traffic signals with pedestrians crossing via a footbridge or 'chicane' type calming as an alternative.	See officer comments in respect of Cllr Sibley's comments on speed cushions, build outs. Additional roundabouts, or traffic signals or a footbridge would be very expensive to install.
Member of Public (resident of Mallards Way)	Strong objection to the use of speed cushions and the advisory cycle lanes; considers cushions would introduce safety problems & prefers additional enforcement with VAS, altering of the road line, build outs, and a segregated footway / cycletrack..	See officer comments in respect of Cllr Sibley's comments on speed cushions, build outs and a separate footway / cycle track.
Member of Public (resident of Coleridge Close)	Objection on grounds of increased noise from vehicles, increase in air pollution, damage to vehicles and future development leading to more vehicles causing delays to traffic.	See officer comments in respect of Cllr Sibley's comments on speed cushions.
Member of Public (resident of Medina Gardens)	Objection on grounds of increased noise from vehicles, delays to emergency vehicles, increase in air pollution, damage to vehicles, traffic diverting to alternative residential roads, increased cost to drivers due to changing of driving required and damage to existing damaged road surface.	See officer comments in respect of Cllr Sibley's comments on speed cushions.
Member of Public (Resident of Isis Avenue)	Objection to the use of speed cushions on grounds of increase in noise and air pollution, damage to vehicles, delay to emergency vehicles, discomfort to bus users,	See officer comments in respect of Cllr Sibley's comments on speed cushions and build outs.

CMDE5

	diversion of traffic to alternative residential roads and potential risk of accidents due to driver frustration. Would prefer to see chicane style build outs as an alternative.	
Member of Public (resident of Tweed Crescent)	Raised concerns on potential for damage to vehicles, increase in noise pollution, damage to already poor road surface and diversion of traffic to alternative residential roads. Would prefer to see chicane style build outs with alternating traffic priority as an alternative.	See officer comments in respect of Cllr Sibley's comments on speed cushions and build outs.
Member of Public (resident of Eden Way)	Objection to speed cushions on grounds of the diversion of traffic to alternative residential roads (Shakespeare Drive), increase in noise and damage to vehicles. Would prefer to see speed cameras, gateway features, build outs or increased signage.	See officer comments in respect of Cllr Sibley's comments on speed cushions, build outs. Speed cameras are unlikely to be an option at present, and additional signing is unlikely to significantly reduce speeds.
Member of Public (via website)	Objection to the use of 'speed cushions -would prefer use of a speed camera with fines funding maintenance of the road.	See officer comments in respect of Cllr Sibley's comments on speed cushions. Speed cameras are unlikely to be an option at present, and if provided, none of the income from enforcement is received by the County Council.

This page is intentionally left blank