



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

***Thursday, 16 July 2020 at 10.00 am***

***Please note that due to guidelines imposed on social distancing by the Government this meeting will be held virtually and can be viewed via [this livestream link](#)***

***For further information on this please contact the Committee Officer (details below) bearing in mind the information set out at Item 3 on this Agenda.***

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Friday 24 July 2020 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees  
Chief Executive

July 2020

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: 17 September 2020

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

## Items for Decision

### 1. Declarations of Interest

### 2. Questions from County Councillors

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

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

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

### 3. Petitions and Public Address

### 4. Oxford: Walton Street - Proposed Experimental Closure (Pages 1 - 6)

*Forward Plan Ref:* 2019/185

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

Report by Director for Community Operations (Interim) (**CMDE4**).

The report presents an 'overview' of responses received in the course of the statutory consultation following the implementation in November 2019 of an experimental Traffic Regulation Order (TRO) prohibiting access by motor vehicles to and from Walton Street at its junction with Beaumont Street and Worcester Street in Oxford. A determination on whether to make the experimental order permanent would typically follow promptly following the end of the formal consultation phase. However, in light of the ongoing COVID-19 situation and following a significant number of responses received during the formal consultation period, county council officers are recommending deferral of a decision on Walton Street until a later date recognising that a final decision on whether to make the trial closure permanent is still required before May 2021.

***The Cabinet Member for the Environment is RECOMMENDED to defer a decision on the continuation of the above experimental order pending further analysis and assessment of its impact.***

**5. Oxford: Central Area - Proposed Additional Cycle Parking Places**  
(Pages 7 - 34)

*Forward Plan Ref: 2020/020*

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

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

The report presents responses received to a statutory consultation to introduce additional cycle parking places in Oxford city centre at New Road, Queen Street, Ship Street, Speedwell Street, Turl Street and Wellington Square.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposed additional cycle parking places in central Oxford on New Road, Speedwell Street, Wellington Square and Ship Street.***

**6. Oxford - Godstow Road: Proposed Traffic Calming Measures**  
(Pages 35 - 46)

*Forward Plan Ref: 2020/086*

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

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

The report presents responses received to a statutory consultation to introduce six pairs of speed cushions on Godstow Road at Wolvercote, Oxford put forward in conjunction with Oxford City Council who have undertaken to fund the project subject to approval being given to proceed with the scheme.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of speed cushions on Godstow Road as advertised.***

**7. Bicester: Browning Drive - Proposed Waiting Restrictions** (Pages 47 - 58)

*Forward Plan Ref: 2020/090*

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

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

The report presents responses received to a statutory consultation on a proposal to introduce and amend waiting restrictions on Browning Drive, Bicester where parking - in particular by commuters – is resulting in road safety and access problems for residents. The proposals were considered at the Cabinet Member for Environment delegated decisions meeting on 21 May as part of a larger group of proposed waiting restrictions in Bicester which had been put forward following discussions and site meetings with officers and the local members. While the other proposals were approved at that meeting, a decision on the proposals for Browning Drive and Kingsley Road was deferred to allow further investigation and investigation.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions on Browning Drive and Kingsley Road as advertised.***

**8. Banbury - Easington Area: - Proposed Environmental Weight Limit and Proposed Raised Junction Table with Zebra Crossing at Springfield Avenue Junction with Horton View and Ruskin Road and Easington Road (Pages 59 - 76)**

*Forward Plan Ref: 2020/057*

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

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

The report presents responses received to a statutory consultation introduce a 7.5 tonne environmental weight limit in the Easington area of Banbury and raised junction table with zebra crossing at the Springfield Avenue junction with Horton View and Ruskin Road put forward as a result of discussions between the local County Councillor and residents. Firstly to improve road safety and the feeling of security in the vicinity of the two schools on Springfield Avenue (there are a large number of children that travel through this area and a large number of older, vulnerable residents) and secondly to prevent the existing problems of HGVs rat-running through this area, including those from two existing construction sites at opposite sides of the proposed restriction, which are only likely to be exacerbated when a third site opens to the south.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed 7.5 tonne environmental weight limit in the Easington area of Banbury and proposed raised junction table with zebra crossing at the Springfield Avenue junction with Horton View and Ruskin Road as advertised.***

**9. Cherwell & West Oxfordshire Districts - Various Locations: Proposed Disabled Persons Parking Places (Pages 77 - 102)**

*Forward Plan Ref: 2019/189*

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

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

The report presents objections received to a statutory consultation on proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the Cherwell and West Oxfordshire districts put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Bridge Street Banbury; Bretch Hill, Banbury; Cheviot Way, Banbury; Evenlode***



***Drive, Bicester; New Street, Deddington - noting this DPPP is to be an informal rather than statutory DPPP; The Paddocks, Deddington; Wadards Meadow, Witney; Leys Close, Wroxton.***

***But defer approval of the proposals at the following locations pending further investigations: Angus Place, Banbury; Ribston Close, Banbury; Blake Road, Bicester; Walterbush Road, Chipping Norton; High Street, Hook Norton.***

**10. Didcot - Larch Drive & Diamond Drive: Proposed Bus Gate** (Pages 103 - 114)

*Forward Plan Ref: 2020/011*

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

Report by Director for Community Operations (Interim) (**CMDE10**).

The report presents responses received to a statutory consultation to provide the above bus gate. Currently a concrete barrier is provided at the point where the bus gate is proposed which prevents the passage of any motor vehicle. The introduction of a bus gate at the point Larch Drive meets Diamond Drive was included in the planning consent for the Great Western park residential development to remove the potential for 'rat-running' traffic to use these roads as a route between the Wantage road and Park Road.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed bus gate at the point Larch Drive meets Diamond Drive.***

**11. Sutton Courtenay - Milton Road: Proposed Shared Use Footpath/Cycle Track** (Pages 115 - 124)

*Forward Plan Ref: 2020/088*

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

Report by Director for Community Operations (Interim) (**CMDE11**).

The report presents responses received to a statutory consultation on a proposal to designate a 20-metre length of existing footway as a shared use footpath/cycle track to facilitate access to and from an approved new off-road cycle route between the Milton road and Milton Park.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed widening of a footway to provide a shared use footpath/cycle track on Milton Road at the access point to an off-road cycled track between the Milton road and Milton Park.***

**12. Abingdon - Boulter Drive, Cullerne Close and Loyd Close - Proposed Waiting Restrictions** (Pages 125 - 140)

*Forward Plan Ref: 2020/025*

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

Report by Director for Community Operations (Interim) (**CMDE12**).

The report presents responses received to a statutory consultation on a proposal to provide no waiting at any time and no waiting between 9am and 5pm Mondays to Fridays at Boulter Drive, Cullerne Close and Loyd Close, Abingdon put forward by the local member in response to concerns over safety and the obstruction of traffic arising from parking on the bend on Boulter Drive, around the Boulter Drive/Cullerne Close & Loyd Close junctions and within Loyd Close itself.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions at Boulter Drive, Cullerne Close and Loyd Close Abingdon as advertised.***

**13. Cumnor - Cumnor Hill & Side Roads: Proposed 30mph Speed Limit** (Pages 141 - 154)

*Forward Plan Ref: 2020/072*

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

Report by Director for Community Operations (Interim) (**CMDE13**).

The report presents responses received to a statutory consultation to introduce a 30mph speed limit on Cumnor Hill in place of the existing 40mph speed limit and also a 30mph speed limit on the Kimmeridge Road residential development as requested by Cumnor Parish Council and, if approved, funded from s106 contributions received from developers, the Area Parish Support budget and Cumnor Parish Council.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed 30mph speed limits as advertised.***

**14. West Oxfordshire: Asthall, Charlbury and Minster Lovell: Proposed Structural Weight Limits** (Pages 155 - 160)

*Forward Plan Ref: 2020/075*

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

Report by Director for Community Operations (Interim) (**CMDE14**).

The report presents responses received to a statutory consultation to introduce structural weight limits at the bridges over the Windrush river at Asthall (with the restriction at Asthall also including a width restriction) and Minster Lovell and an administrative amendment to the existing structural weight limit order at the Evenlode river bridge at Charlbury. The proposals have been put forward as a result of a review of structural weight limits required pending maintenance of these bridges. In the case of the bridges across the Windrush river at Asthall and

Minster Lovell it is proposed to make permanent the current temporary traffic regulation orders, for which there is a statutory maximum duration of 18 months which is close to expiry. The proposed amendment to the permanent order for the Evenlode river bridge at Charlbury is for administrative purposes to remove any ambiguity in the order in respect of where the weight restriction applies.

***The Cabinet Member for the Environment is RECOMMENDED to approve the structural weight limit and width limit at the bridges over the Windrush river at Asthall and Minster Lovell and an administrative correction to the existing structural weight limit order at the Evenlode river bridge at Charlbury as advertised.***

**15. Carterton - B4020 Burford Road: Proposed 40 mph Speed limit & Extension of 30mph Speed Limit (Pages 161 - 170)**

*Forward Plan Ref: 2020/037*

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

Report by Director for Community Operations (Interim) (**CMDE15**).

The report presents responses received to a statutory consultation to extend the 30mph speed limit on the B4020 Burford Road at the north end of Carterton to reflect adjacent residential development and the construction of a new junction giving access to the development.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed extension of the 30mph speed limit on the B4020 Burford Road at the north end of Carterton as advertised.***

**16. Alvescot - B4020 Main Road - Proposed Traffic Calming Give Way Layouts (Pages 171 - 184)**

*Forward Plan Ref: 2020/051*

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

Report by Director for Community Operations (Interim) (**CMDE16**).

The report presents responses received to a statutory consultation to provide traffic calming give way layouts on the B4020 at Alvescot put forward by Alvescot Parish Council who have undertaken to fund the project subject to approval being given to proceed with the scheme.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of traffic calming give way layouts on the B4020 at Alvescot.***

## **17. Infrastructure Security Bond Policy** (Pages 185 - 198)

*Forward Plan Ref:* 2020/085

*Contact:* Hannah Battye, Growth Manager – Central Tel: 07808 573932/Joanne Fellows, Infrastructure Locality Lead – Central Tel: 07990 368897

Report by Assistant Director – Growth & Place (**CMDE17**).

The report outlines the outcome of an update to the council's Security Bond Policy following an internal audit focusing on bonds. The bond audit, published in April 2018, identified where the bond process could be improved and where further guidance was needed to improve the robustness of the process. The updated Policy outlines clearly when a security bond is needed but also, by assessing the other methods of recovery and enforcement, has reduced the circumstances for when a bond is required whilst still protecting the County Council from financial risk.

***The Cabinet Member is RECOMMENDED to:***

- (a) ***approve the revised Security Bond Policy as summarised in paragraphs 16-21 and attached as Annex 1 to the report CMDE18;***
  - (b) ***approve the use of the policy in relation to security bonds secured through section 106 agreements for County Council infrastructure and services.***
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Division(s): Jericho and Osney; St Margaret's, University Parks
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **OXFORD: WALTON STREET - EXPERIMENTAL PROHIBITION OF MOTOR VEHICLES**

**Report by Director for Community Operations, Communities**

#### **Recommendation**

1. The Cabinet Member for the Environment is **RECOMMENDED** to defer a decision on the continuation of the above experimental order pending further analysis and assessment of its impact.

#### **Executive summary**

2. Formal consultation has recently concluded for the experimental order prohibiting access to and from Walton Street at its junction with Beaumont Street and Worcester Street (Oxford).
3. The experimental order builds upon objectives set out in the Oxford Transport Strategy to prioritise sustainable travel modes and improve and accommodate additional movement flows around the city. Consistent with wider aspirations set out in Connecting Oxford, the trial is intended to remove 'through trips' through the Walton St area in order to;
  - prioritise and promote sustainable travel modes,
  - improve air quality,
  - help positively address the climate emergency agenda,
  - provide a safe and improved environment for local residents and businesses
4. Analysis of the formal consultation phase has found that 51% of respondents expressed support for the measure whilst 43% expressed an objection. Note: since the closure of the public consultation the authority has received a high level of support emails in relation to the closure.
5. Officers are recommending a deferral on a final decision to make the experimental order permanent, both in response to the current COVID-19 situation and following the extensive feedback received during the formal consultation period. A decision on the experimental order is required before May 2021. It is anticipated that the delayed decision will be taken before January 2021.

## Introduction

6. This report presents an 'overview' of responses received in the course of the statutory consultation following the implementation in November 2019 of an experimental Traffic Regulation Order (TRO) prohibiting access by motor vehicles to and from Walton Street at its junction with Beaumont Street and Worcester Street in Oxford.
7. The experimental closure was implemented following a period of maintenance works on Walton Street which commenced in July 2019, close to its junction with Worcester Street. The experimental closure followed a short period of preliminary consultation with key stakeholders undertaken in late September/early October 2019. This preliminary consultation phase attracted 493 individual responses a majority (63%) indicated support for undertaking the experimental closure.
8. A 6-month statutory consultation on the trial closure subsequently commenced on 7<sup>th</sup> November 2019 and concluded on 29<sup>th</sup> May 2020. In response to the formal consultation 51% of respondents expressed support for the trial closure, while 43% of respondents expressed an objection, 6% expressed no opinion.
9. On 18<sup>th</sup> November 2019 the experimental order to close Walton Street came into force. This ETRO runs for a period of 18 months until 18 May 2021. A final decision on whether to make the experimental order permanent or not is required to be made before this date.
10. Officers recognise that a determination on whether to make the experimental order permanent would typically follow promptly following the end of the formal consultation phase. However, in light of the ongoing COVID-19 situation and following a significant number of responses received during the formal consultation period, county council officers have recommended deferral of a decision on Walton Street until a later date. It is recognised that a final decision on whether to make the trial closure permanent is still required before May 2021.
11. Deferral of a decision would be consistent with planned delays to other significant Oxford City schemes being progressed including establishment of the Zero Emission Zone for the city, where a plan to launch the initial 'Red Zone' phase of the initiative in December 2020 has been postponed in light of the COVID-19 situation.
12. Significant alterations to individual travel habits both during and as we move out of the COVID-19 situation, also means that local travel demands and context have significantly changed during the first 6 months of the experimental trial. Against this altered context it has not been possible to assess the impact of the closure over a sustained period. With a focus on COVID -19 recovery measures and other sustainable travel measures being explored and prioritised across the wider city, it is considered pragmatic to allow for a further period of assessment to consider coordination between trial

measures in the Walton Street area and other response measures being considered elsewhere across the city.

13. It is recognised that to-date the experimental trial closure has had a number of unintended subsequent impacts in the area which are currently being worked through. Through a deferred decision it is intended that over the coming months prior to any final decision being sought, the county council will continue to actively and constructively engage with a number of the key groups who have raised concerns and submitted comments during the formal consultation period.

## Background

14. The current proposals as shown at Annex 1 have been subject to a number of previous consultations set out below.

## Consultation

15. Following the preliminary consultation carried out in October 2019 (in which 63% of respondents supported the measure) - approval was given for the making of the experimental order on 4 November 2019, which then came into force on 18 November.
16. The statutory six-month consultation period for an experimental TRO started on 07 November 2019 and ended on 29 May 2020. A public notice was placed in the Oxford Times newspaper (on 7 November 2019) and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County & City Councillors. Public notices were also placed on site and letters sent directly to approximately 2,105 residential & commercial properties in the immediate vicinity and surrounding roads.
17. 630 separate responses were recorded as being received during the course of the 6-month consultation period from a range of interested parties including: local residents & businesses, interest/campaign groups and other individuals. The overall breakdown of responses is shown below:

Response Source	Support	Object	Neither/Concerns	Total
Online	271	192	24	487
Other	49	81	13	143
<b>Total</b>	<b>320 (50.8%)</b>	<b>273 (43.3%)</b>	<b>37 (5.9%)</b>	<b>630</b>

18. Five petitions\* were also received during the consultation period, which comprised of the following:

Petition	View	Number of Signatures
Alive & Kicking in Jericho	Object	12
St Bernards Road	Object	81

Residents		
OCC to provide baseline data before closing Walton Street	Object	710*
Re-open Walton Street	Object	710*
<b>Total Object</b>		<b>1513</b>
Keep Walton Street Closed to through traffic	Support	645
<b>Total Support</b>		<b>645</b>

\* note: individuals may have signed two petitions as well as submitting an individual response.

## Response to objections and other comments

19. Officers are aware of the following comments that have been raised by key stakeholders:

Stakeholder	Key Comments
Thames Valley Police	<ul style="list-style-type: none"> <li>* Emergency response times,</li> <li>* Alternative Diversions much longer.</li> </ul>
Fire & Rescue Service	<ul style="list-style-type: none"> <li>* Emergency response times (still within national response time requirements)</li> <li>* Additional traffic on diverted routes,</li> <li>* Allow for temporary removal if required.</li> </ul>
Oxford City Cllr (Carfax Ward)	<ul style="list-style-type: none"> <li>* Positive feedback from local residents,</li> <li>* Review the impacts on streets between Walton Street/Kingston Road &amp; Woodstock Road.</li> </ul>
Worcester College	<ul style="list-style-type: none"> <li>* Pedestrian crossing needs to be reinstated,</li> <li>* Barrier needs to be safe for cyclists,</li> <li>* Allow for temporary removal if required.</li> </ul>
Cycling UK	<ul style="list-style-type: none"> <li>* Will reduce motor vehicle traffic,</li> <li>* Improve conditions for walking &amp; cycling,</li> <li>* Improve air quality,</li> <li>* Good trial of 'Low Traffic Neighbourhood'.</li> </ul>
Cyclox	<ul style="list-style-type: none"> <li>* Improve conditions for walking &amp; cycling,</li> <li>* Improve air quality,</li> <li>* Good for local business.</li> </ul>
Oxford Pedestrian Assoc	<ul style="list-style-type: none"> <li>* Improved for pedestrians,</li> <li>* Reduced traffic travels at slower speeds,</li> <li>* Potential for increased traffic on side roads.</li> </ul>
Low Carbon Oxford	<ul style="list-style-type: none"> <li>* Reduce carbon emissions,</li> <li>* Improve air quality,</li> <li>* Reduce traffic congestion in area,</li> <li>* Improve conditions for walking &amp; cycling,</li> <li>* Reduce 'rat-running'.</li> </ul>



OXTRAG	* Needs of residents need to be considered, * Allow for temporary removal if required (i.e. St Giles Fair).
Bus Users Oxford	* Restore some through traffic to Walton Street (i.e. 'PickMeUp', taxis & private hire vehicles)

20. Following local feedback received during the formal consultation period, some additional complementary measures have been progressed including;

- Additional temporary barriers at the Walton St/St Bernard's Road junction to dissuade a disproportionate traffic flow from utilising St Bernard's Road
- Additional advisory signage on numerous cross streets between Woodstock Road and Kingston Road to dissuade disproportionate vehicle movements from these streets

21. Design of some specific elements remains ongoing and will be investigated further alongside key stakeholders during upcoming months.

22. It is envisaged that these will form part of the ongoing engagement with key groups & individuals who have made representations and submitted comments during the consultation period.

23. Additionally, officers will be reviewing and analysing the significant number of responses received from local residents and individuals during the consultation period – many of which are extremely detailed in nature – over the coming months and seeking to continue to speak with and work with local people to discuss and understand these in more detail.

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

The proposals would help facilitate the convenient and safe movement of pedestrians and cyclists leading to the encouragement of more use of sustainable travel modes and improved air quality.

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

24. Funding for the proposed measures has been provided by the highway annual capital maintenance programme.

JASON RUSSELL

Interim Director for Community Operations

Background papers: Plan of prohibition of access by motor vehicles.  
Consultation responses

Contact Officers: Tim Shickle 07920591545

July 2020



**OXFORDSHIRE  
COUNTY COUNCIL**

Walton Street - Proposed Prohibition of Motor Vehicles

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SCALE	1 : 1000
DATE	20/09/2019
DRAWING No.	
DRAWN BY	

Division(s): Jericho and Osney; University Parks

## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **OXFORD: CENTRAL AREA – PROPOSED ADDITIONAL CYCLE PARKING PLACES**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed additional cycle parking places in central Oxford on New Road, Speedwell Street, Wellington Square and Ship Street.

#### **Executive summary**

2. There has been a need for some time to identify additional provision for the secure parking of bicycles in Oxford city centre and officers have been working with city council colleagues to do this. The additional provision that is the subject of this report was identified ahead of the Covid-19 crisis. There is now an urgent need to provide for even more secure cycle parking although that is not the subject of this report. Cycle parking identified as part of the Covid-19 recovery process is likely to be introduced using separate Temporary Traffic Orders, although, wherever possible, consultation in advance with stakeholders and businesses will be carried out.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce additional cycle parking places in Oxford city centre at New Road, Queen Street, Ship Street, Speedwell Street, Turl Street and Wellington Square.

#### **Consultation**

4. Formal consultation on the proposals (see Annex 1) was carried out between 21 May and 19 June 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County & City Councillors. Street notices were placed on site and letters sent directly to approximately 160 properties in the immediate vicinity, adjacent to the proposals.
5. 46 responses to the consultation were received These are summarised in the table below:

Proposal	Object	Support	Concerns	No opinion/No objection
New Road	1	41	3	1
Queen Street	1	39	5	1
Ship Street	1	42	2	1
Speedwell Street	1	40	2	3
Turl Street	1	40	4	1
Wellington Square		44	1	1

6. The responses are recorded at Annex 2, while copies of the full responses are available for inspection by county councillors. Overall, it can be seen that there was a high level of support for the proposals.
7. The detailed response outlining their objection to various design aspects of the proposals from local cycling group 'Cyclox' is provided in full and can be found at Annex 3.

### **New Road**

8. There were some concerns that the proposals here were only adding a small number of new stands and that spacing would be inadequate. To clarify, the existing toast rack provision would be replaced with more permanent root fixed stands in an echelon formation to maximise footway space. Together with the two new stands shown to the east of the adjacent vehicle entrance there would be an additional 6 bicycle parking spaces. Spacing would be a minimum of 1m between stands (measured perpendicular to the stands).
9. Cyclox objected to the proposals for New Road but it appears from the photo used in its response that there is some confusion about the location. The proposals are in fact further up New Road to the east.

### **Queen Street**

10. These proposed new stands attracted a number of comments – both positive and negative. Some felt that this was a good general location due to it being close to places people would want to cycle to. Others felt it would be inappropriate not just because cycling is prohibited during the day (users could though push their bikes to the stands from Carfax or Bonn Square) but more significantly because of how busy the street will become again once Covid-19 lockdown restrictions are eased further. Officers feel that on balance the proposals should not be implemented at the current time due to the need to encourage free flow of pedestrian movement along and across the street, enabling better social distancing.

### **Ship Street**

11. Fifteen Sheffield stands perpendicular to the carriageway have been removed temporarily to accommodate building work at Jesus College. The proposal here is

to replace these with 17 stands at an angle to the carriageway when the building work is complete. Cyclox wants to see the racks replaced perpendicular to the carriageway with a further 10 stands to the east. The stands are proposed to be replaced at an angle to maximise the amount of cycle parking space due to the fact that the carriageway narrows to the east. It is not felt that the road is wide enough to add 10 more as Cyclox suggests, even with the stands at an angle. On site, during the work, engineers will double check if (i) the racks can be replaced perpendicular to the carriageway after all and (ii) more than 2 new stands can be provided whilst allowing safe passage of vehicles. All stands will be replaced with minimum spacing of 1m between stands (measured perpendicular to the stands).

### **Speedwell Street**

12. Concern was expressed that 0.8m spacing of the stands on the south side of the street is insufficient. Officers agree and recommend that these stands are spaced at 1.0m. If it is possible to place them perpendicular to the building this will be done. On the north side, Cyclox suggest that space is provided for hire bikes apparently on the basis of a Google Streetview photo. There are now very many fewer dockless hire bikes than when the Streetview image was taken but in any case, officers recommend that space is provided only for the general public, not hire bikes. Officers agree that spacing here between stands can be 1.2m due to there being more space generally and lower pedestrian flows.

### **Turl Street**

13. A number of people commented that the proposed stands would restrict and inconvenience pedestrian flow. Officers agree and recommend that these stands are not installed.

### **Wellington Square**

14. There were no objections to the proposed additional bicycle parking in Wellington Square.

### **Other non site specific comments**

15. One of the most frequent general comments was that additional space should be provided for non-standard bicycles to be able to park securely e.g. cargo bikes. In practice, this will be difficult to implement not only as a result of the limited space at the sites proposed but also because it will be difficult to effectively indicate that these spaces shouldn't be used by normal bicycles. Also, it will be virtually impossible to enforce non-compliant use by normal bicycles. However, officers will investigate the use of stickers on end racks saying something like "if other space is available, please consider leaving this one free for wider, non-standard bikes e.g. cargo bikes".
16. There were calls in some of the proposed locations to use two tier/double height racks to maximise the amount of space provided. Officers agree this as a principle – a site for such a solution has been identified in Gloucester Green alongside the taxi rank. The city council is looking to identify a product that will

deliver the additional cycle parking capacity here. When it has done so, it will be introduced as a trial. If successful it could be introduced elsewhere although the appearance of double height bicycle parking may rule it out as a solution in areas where it is close to historic buildings.

17. Other locations were suggested for more bicycle parking – these will be included for consideration in the Covid-19 recovery work to deliver further additional capacity mentioned in the executive summary.

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

18. The proposals would encourage more cycling as a result of additional secure convenient places for people to leave their bicycle.

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

19. Funding for the proposed measures has been provided by Oxford City Council.

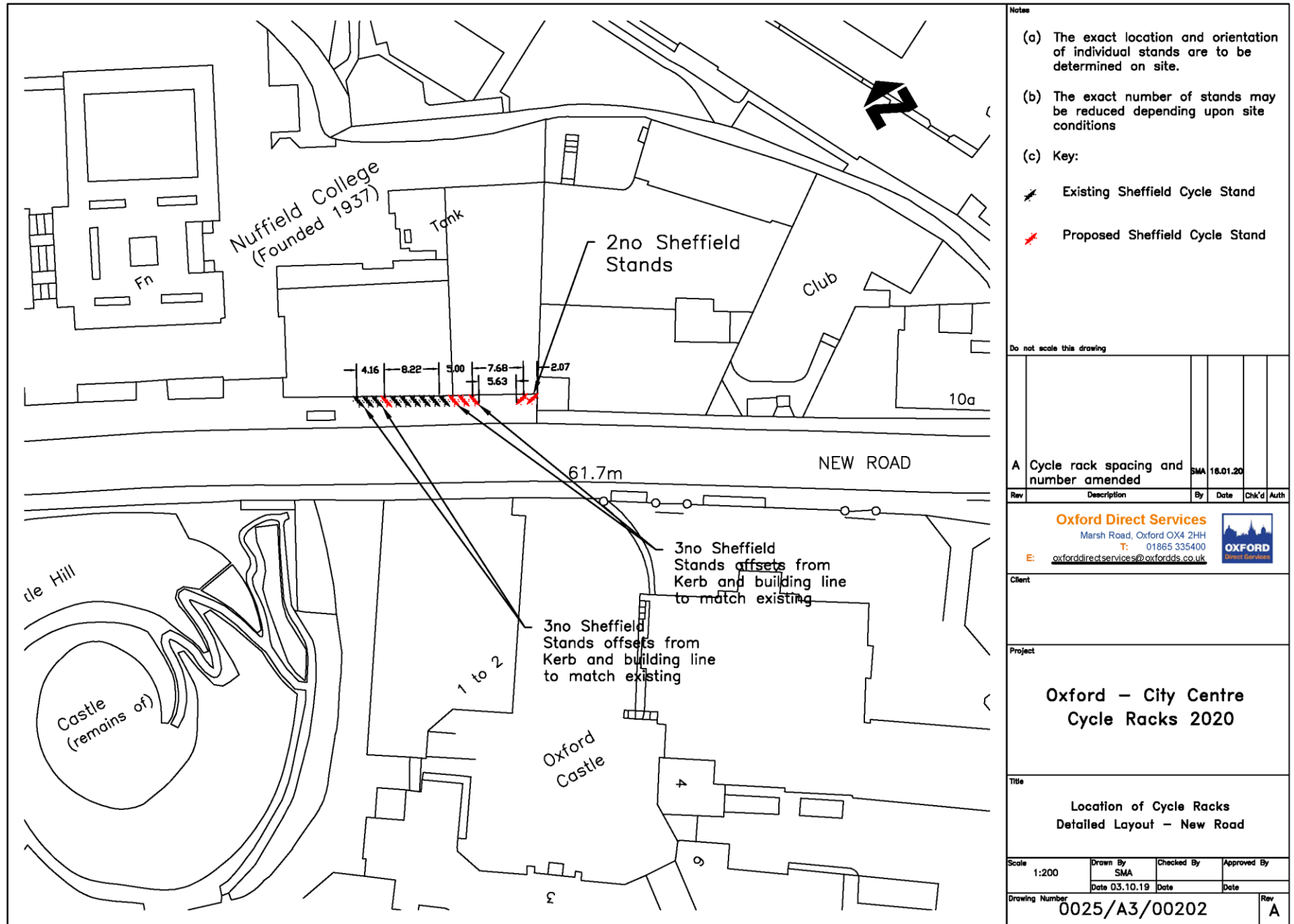
JASON RUSSELL  
Interim Director of Community Operations

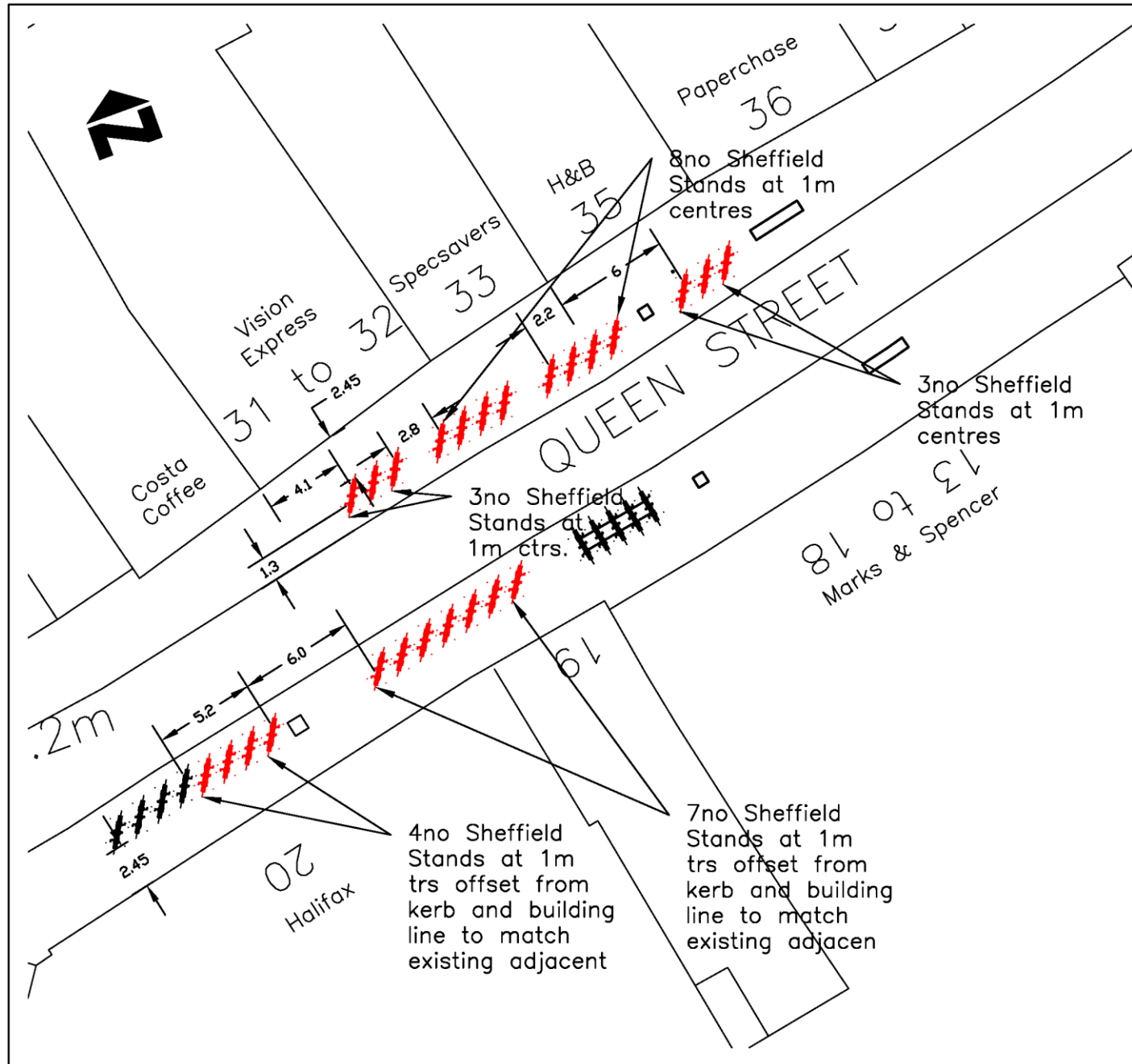
Background papers:      Plans of proposed waiting restrictions  
   Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
   Craig Rossington 07880 945891

July 2020







Notes

- The exact location and orientation of individual stands are to be determined on site.
- The exact number of stands may be reduced depending upon site conditions
- Key:
  - Existing Sheffield Cycle Stand
  - Proposed Sheffield Cycle Stand

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth
	A Cycle rack spacing and number amended	SMA	16.01.20		

**Oxford Direct Services**  
 Marsh Road, Oxford OX4 2HH  
 T: 01865 335400  
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**Client:**

**Project:**

**Oxford – City Centre  
Cycle Racks 2020**

**Title:**

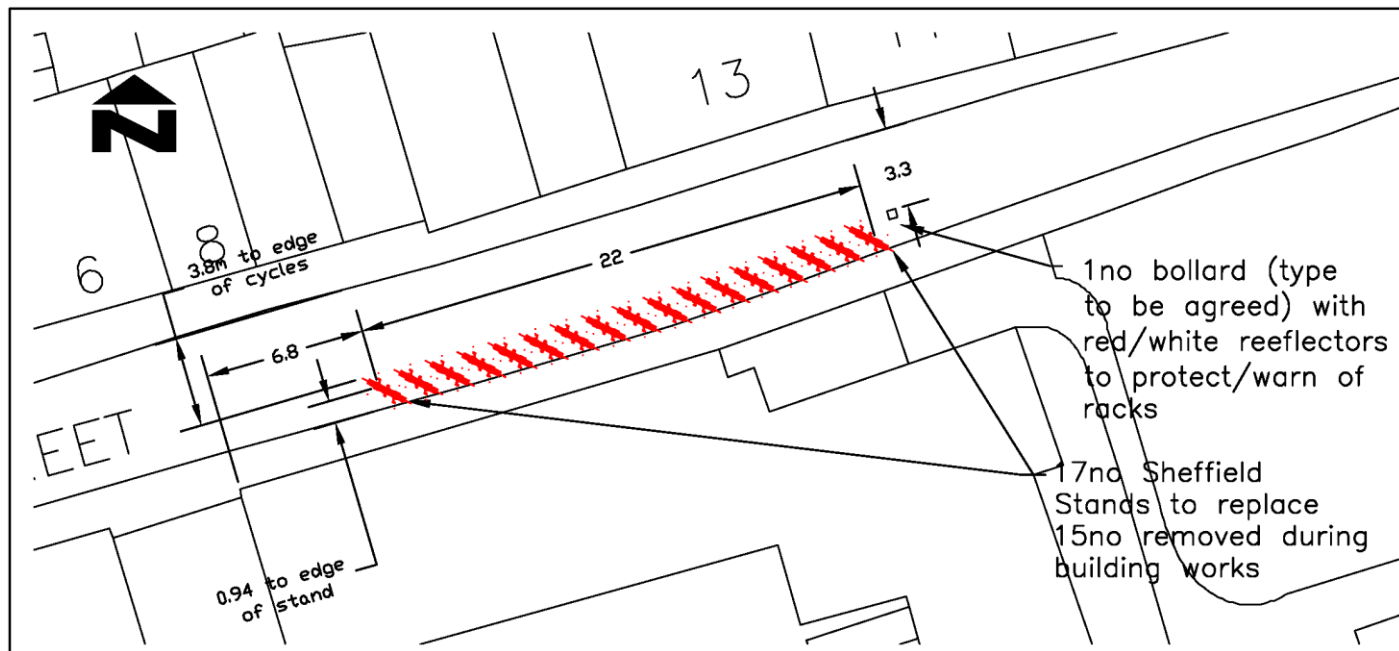
**Location of Cycle Racks  
Detailed Layout – Queens Street**

Scale 1:200	Drawn By SMA	Checked By	Approved By
	Date 09.10.19	Date	Date

Drawing Number: 0025/A3/00205

Rev: A





- Notes
- (a) The exact location and orientation of individual stands are to be determined on site.
  - (b) The exact number of stands may be reduced depending upon site conditions
  - (c) Key:
    - Existing Sheffield Cycle Stand
    - Proposed Sheffield Cycle Stand

Do not scale this drawing

A Cycle rack spacing and number amended

SMA 16.01.20

Rev	Description	By	Date	Chk'd	Auth
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Client

Project

**Oxford – City Centre  
Cycle Racks 2020**

Title

**Location of Cycle Racks  
Detailed Layout – Ship & Turl Streets**

Scale 1:200

Drawn By

Checked By

Approved By

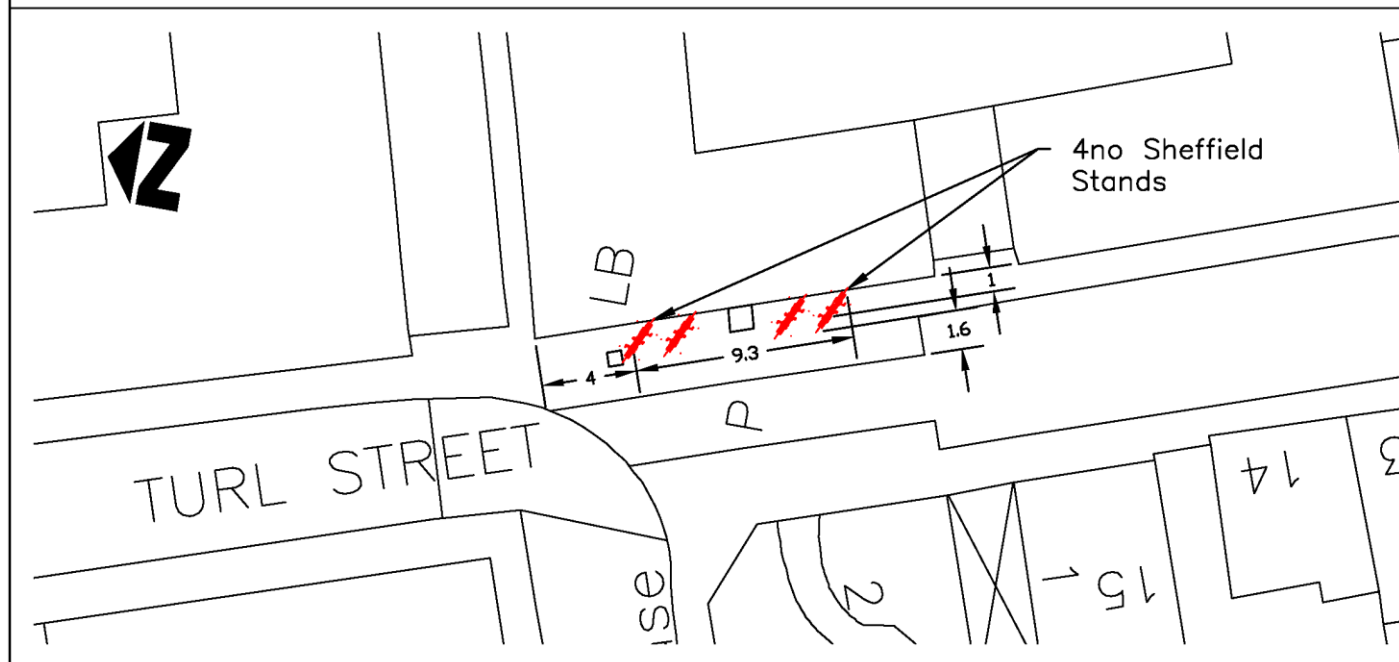
Date 03.10.19

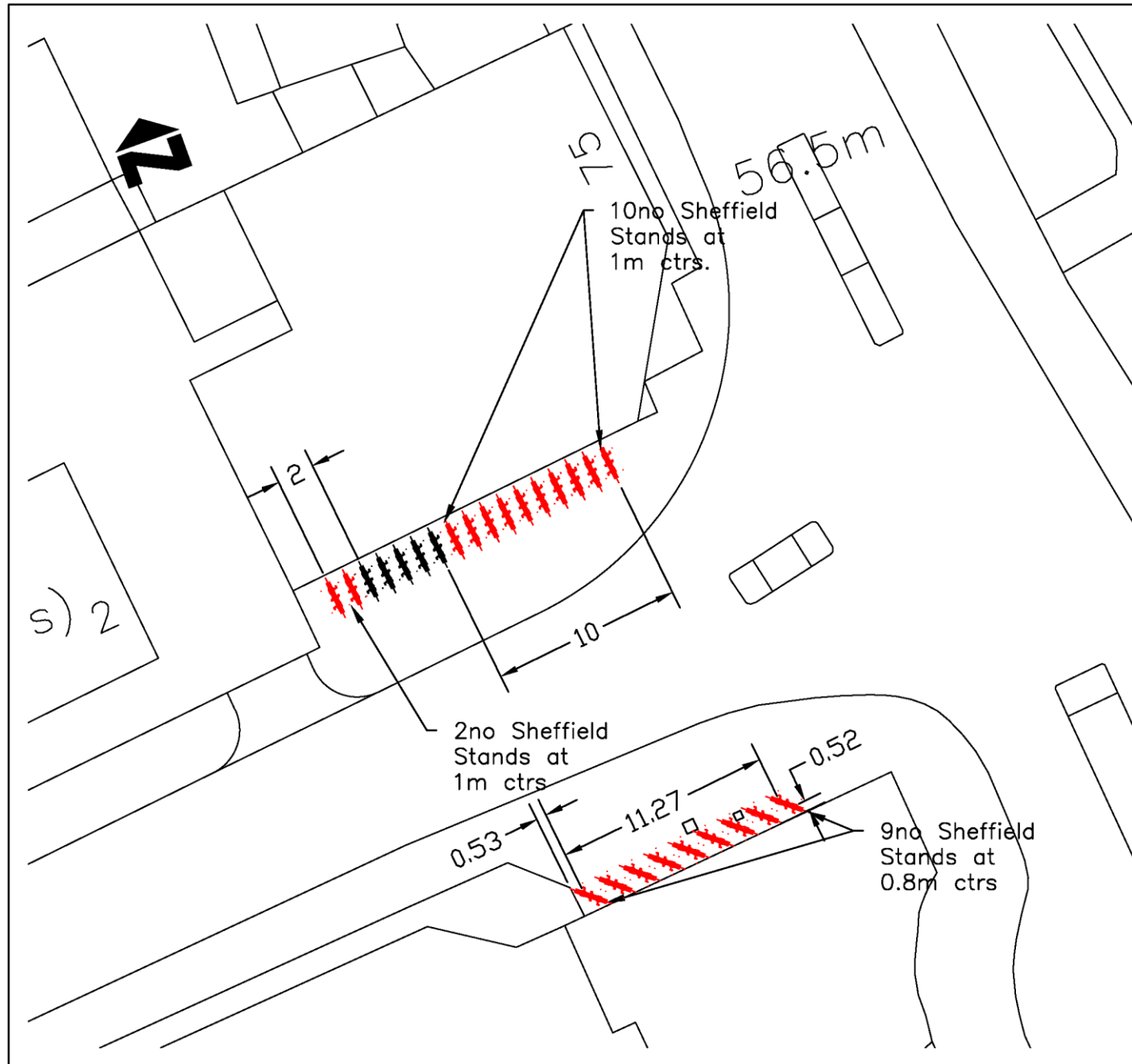
Date

Date

Drawing Number  
**0025/A3/00201**

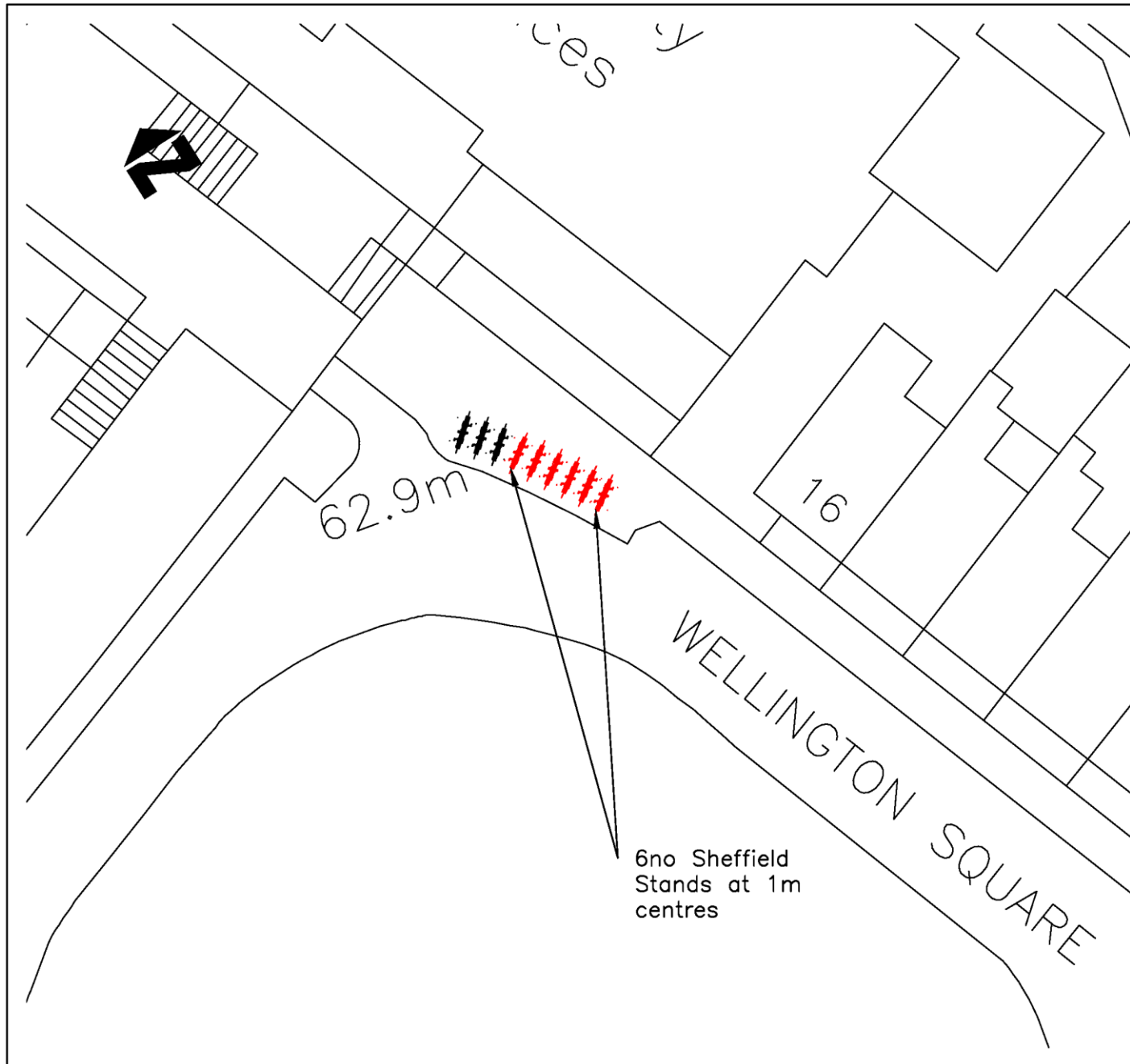
Rev  
**A**








Notes											
(a) The exact location and orientation of individual stands are to be determined on site.											
(b) The exact number of stands may be reduced depending upon site conditions											
(c) Key:											
<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> Existing Sheffield Cycle Stand                 </div>											
<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: red; margin-right: 5px;"></div> Proposed Sheffield Cycle Stand                 </div>											
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<table border="1" style="width: 100%;"> <tr> <td colspan="2">A Cycle rack spacing and number amended</td> <td>SMA</td> <td>16.01.20</td> <td></td> <td></td> </tr> </table>						A Cycle rack spacing and number amended		SMA	16.01.20		
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Rev	Description	By	Date	Chk'd	Auth						
<div style="display: flex; justify-content: space-between;"> <div> <b>Oxford Direct Services</b>                      Marsh Road, Oxford OX4 2HH                      T: 01865 335400                      E: <a href="mailto:oxforddirectservices@oxfordds.co.uk">oxforddirectservices@oxfordds.co.uk</a> </div> <div style="text-align: right;"> </div> </div>											
Client											
Project											
<b>Oxford – City Centre Cycle Racks 2020</b>											
Title											
<b>Location of Cycle Racks Detailed Layout – Speedwell Street</b>											
Scale	Drawn By	Checked By	Approved By								
1:200	SMA										
	Date 03.10.19	Date	Date								
Drawing Number					Rev						
0025/A3/00200					A						





Notes					
(a) The exact location and orientation of individual stands are to be determined on site.					
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(c) Key:					
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 Proposed Sheffield Cycle Stand					
Do not scale this drawing					
Rev	Description	By	Date	Chk'd	Auth
<b>Oxford Direct Services</b> Marsh Road, Oxford OX4 2HH T: 01865 335400 E: <a href="mailto:oxforddirectservices@oxfordds.co.uk">oxforddirectservices@oxfordds.co.uk</a> 					
Client					
Project					
<b>Oxford – City Centre Cycle Racks 2020</b>					
Title					
<b>Location of Cycle Racks Detailed Layout – Wellington Square</b>					
Scale	Drawn By	Checked By	Approved By		
1:200	SMA				
	Date 09.10.19	Date	Date		
Drawing Number	0025/A3/00270				Rev
					—

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection.</b>
(2) Oxford University	<p><b>Support (with Concerns)</b> - the University's support for these proposals to install additional cycle parking within Oxford's city centre which would benefit from more cycle parking.</p> <p>In particular the additional 12 cycle parking berths at <u>Wellington Square</u> outside the University Offices are strongly welcomed; this location has suffered from a chronic shortage of cycle parking. It is pleasing to note that 1m spacing will be provided between the Sheffield stands, this being the minimum necessary for bicycles with panniers, child seats and front baskets to park.</p> <p>Whilst welcoming the increase in number of cycle parking, the University would like to raise some concerns about the other proposals:</p> <p><u>New Road</u> - Currently this location already has 12 existing stands (24 berths), of which 7 are slanted and 5 at 90 degrees to the College boundary wall . However the plan does not reflect this, showing 9 existing racks and proposing a further 6 racks. More cycle parking would be useful at this location and placing racks at 90 degrees is preferable to slanting racks at 45 degrees which reduces the available width between racks. It would be helpful to clarify the proposals for this location.</p> <p><u>Queen Street</u> - Support the proposed additional 50 berths at this location which has high demand and support slanting the racks in order to minimise the space taken from pedestrian movement. However, to be more user friendly, the gap between racks needs to be more than 1m shown on the plan (as slanting reduces usable space more than when the racks are at 90 degrees).</p> <p><u>Ship Street</u> - The replacement of 15 racks with 2 additional (total 34) is much needed at this location. However, they should be re-instated as originally installed i.e. at 90 degrees to the kerb, not slanted.</p>

	<p><u>Turl Street</u> - An additional 4 racks (8 berths) is supported at this location, provided that sufficient usable space is left between the slanted racks</p> <p><u>Speedwell Street</u> - Support the proposed 12 stands at 1m spacing 90 degrees to the kerb on the Northern side. On the Southern side there appears to be space to install these at 90 degree with 1m spacing; the slanted installation at 0.8m as proposed does not provide enough usable space between racks.</p>
(3) Local Group, (Cyclox)	(see full response in <b>Annex 7</b> )
(4) Local Group, (Oxfordshire Cycling Network)	<p><b>Support</b> - Overall, we support the addition of more cycle parking in Oxford centre. It can often be difficult for cyclists to find a parking space near their destination, and many resort to 'informal' parking which can lead to frustration for both cyclists and pedestrians, is less secure, and can look messy.</p> <p>Increasing parking will increase people's ability to cycle into town, and their comfort to stay around and spend money. In several studies, cyclists are shown to spend more money than car drivers in local shopping – in more frequent but smaller trips. And when they do so they are more efficient in space utilisation, and of course zero pollution and improving their health at the same time – so to be encouraged!</p> <p>However, we do not think that cycle parking should be added where it will inconvenience people who are walking. All forms of active transport should be encouraged, and there are plenty of roads and car parking spaces (legal, informal and illegal) that could be used before taking pavement space from where it is most needed.</p> <p><u>New Road</u> – Support (Minor concerns over spacing)  <u>Queen Street</u> – Support (Minor concerns over spacing and ensuring pedestrians are not inconvenienced)  <u>Ship Street</u> – Support (Minor concerns over spacing)  <u>Turl Street</u> – Concerns over position of cycle parking  <u>Speedwell Street</u> – Support (Minor concerns over spacing)  <u>Wellington Square</u> – Support (Minor concerns over spacing)</p> <p>Each of the chosen locations is a useful place, in general to have more cycle parking. The Turl Street proposal looks like it would block a considerable part of the pavement, just where it is tight. Wall mounted locking points or a rail to formalise a small amount of bike parking parallel to the wall may actually be a better answer.</p>

	<p>We are concerned about the spacing of the stands. 0.8m spacing is too close, and if they are angled, this effectively brings them closer still – meaning their capacity is only 1 bike per stand. The stands need to be at least 0.9m apart to allow use by a cycle each side (Oxfordshire Cycling Standards p13). Note that this is the gap – the width of the stand tubes needs to be added to get the spacing.</p> <p>There should also be some provision for larger cycles: inclusive ‘mobility cycles’, cargo bikes and bikes with trailers. Perhaps this could be on the end of rows, with a sign marking ‘Please leave this space for mobility and cargo bikes’ or similar.</p> <p>(We have not discussed whether the time is right to enforce this. Personally, I think probably not until there is generally enough cycle parking in the City. But if this is a question you are considering, I can ask around the cycling community.)</p>
(5) Local Group, (Cowley Area Transport Group)	<p><b>Concerns</b> - We agree that the County Council needs to consistently provide adequate space for cycle parking: we share the concern already expressed by Cyclox:</p> <p>“It appears that according to the published plans, the Sheffield stands featuring in the new cycle parking provision are to be placed either 800mm or 1000mm apart (centre to centre). We note:</p> <p>(a) that the UK Department for Transport’s current guidance suggests that spacing of a minimum of 1000–1200mm is necessary to accommodate two bicycles on each stand.</p> <p>(b) that most of the Sheffield stands in the Council’s plans are shown as laid out so as to be at an angle of around 50° relative to the line of the street. The effective spacing between stands whose centres are 1000mm apart at this angle would be 766mm. The effective spacing between stands whose centres are 800mm apart at this angle would be 613mm.</p> <p>We urge the Council to ensure that it avoids the false economy of sub-1000mm effective spacing.”</p> <p>Secondly, the City Centre environment needs far more pedestrianisation, pedestrian priority areas and good through routes for both cycling and walking. In areas where pedestrianisation is introduced – we suggest Broad Street, Little Clarendon Street, Queen Street, most of St. Giles as preliminary steps – through cycle routes must be marked for both directions of travel. In each location, we suggest cycle parking above and beyond the current proposals. In areas of highest use, Carfax and the rail station, double-deck cycle parking as can be seen at Hillingdon Underground station should be introduced.</p> <p>The Gilligan Report which promised £150m to improving cycling-friendly infrastructure in Oxford should be promoted strongly for implementation. Provision of additional cycle parking in Oxford City Centre is greatly to be welcomed.</p>

	<p>However, the proposed additional bike racks are nowhere near sufficient to the pent-up demand and will certainly not accommodate any additional demand which may be caused by the emergency measures to encourage more walking and cycling.</p> <p><u>New Road</u> – please consider two storey bike parking here. As the racks are next to a high stone wall the full height of the wall could be utilised.</p> <p><u>Queen Street</u> – the extra stands are very welcome but this is an area of high demand. Given the availability of a long stretch of wide pavement here there should be room for more bike stands, for example in front of Marks and Spencer's.</p> <p><u>Turl Street</u> - A mere two bike racks is not adequate to the demand in this area. If parked cars were removed from the Southern, trafficked end of Turl Street there would be room for far more bike racks.</p> <p>Speedwell Street. The existing bike racks are against a plain brick wall. There is sufficient height to allow for double decker cycle parking here.</p> <p><u>Wellington Square</u> – far more bike stands are needed here. There are multiple opportunities for bike parking on three of the four corners of Wellington Place, including a missed opportunity to put double decker bike parking against a wall.</p>
(6) Local Group, (Oxfordshire Liveable Streets)	<p><b>Concerns</b> - Oxfordshire Liveable Streets is strongly supportive of increases in cycle parking provision in Oxford city centre. Cycle racks across the city centre are at capacity most of the time. As a result, cyclists must either cause a nuisance by locking their bikes to infrastructure that is not intended for that purpose, spend time finding available cycle parking further from their desired destination, or risk the theft of an insecurely parked cycle. This disincentivises using cycles to get around the city for short trips and shopping.</p> <p>Since there is insufficient parking provision to cater even to current numbers of cyclists, it is clear that the Council's ambition to increase the share of journeys into and around the city centre that are made by cycle requires a significant increase in provision, particularly near shops, bars, and restaurants. The proposed increase in cycle parking provision should be regarded therefore as an absolute minimum.</p> <p>Spacing - It appears that according to the published plans, the Sheffield stands featuring in the new cycle parking provision are to be placed either 800mm or 1000mm apart (centre to centre). We note:</p>



(a) that the UK Department for Transport's current guidance suggests that spacing of a minimum of 1000–1200mm is necessary to accommodate two bicycles on each stand (see the 2008 Local Transport Note on Cycle Infrastructure Design, 11.4.4 [p. 72]);

(b) that most of the Sheffield stands in the Council's plans are shown as laid out so as to be at an angle of around 50° relative to the line of the street. The effective spacing between stands whose centres are 1000mm apart at this angle would be 766mm. The effective spacing between stands whose centres are 800mm apart at this angle would be 613mm.

We urge the Council to ensure that it avoids the false economy of sub-1000mm effective spacing that effectively limits provision to one cycle per stand.

Cargo and trailer bikes and tricycles - Relatedly, we urge the Council to include clear provision for cargo bike, trailer bike, and tricycle parking. Oxford already has a large number of cyclists using such bikes for shopping and child transport and some using them for business. Tricycles provide an active travel solution for people with disabilities or mobility problems. Much greater numbers of such bikes will therefore be an essential feature of any large-scale switch away from cars and vans to active transport in Oxford. Larger shopping trips, the transport of two or more small children, and the transport of tools, for instance, all call for more capacity than ordinary cycles can offer. OLS urges the Council to ensure that new cycle parking provision includes some stands that are spaced so as to accommodate cargo or trailer bikes or tricycles and clearly marked as for that purpose.

Locations - OLS supports the choice of locations. It is particularly strongly supportive of provision in Queen Street and on Ship Street, two of the city's most important retail destinations. We would, however, urge the Council to take road space rather than pavement space away in order to make room for cycle racks. Taking pavement space away from pedestrians to provide cycle parking fuels the sense that these two groups of active travellers have opposed interests, when in truth the Council should be prioritising them both over motorised transport.

We would also urge the Council to rethink the current prohibition on cycling in Queen Street. This prohibition particularly disadvantages those for whom a cycle is a mobility aid, who cannot easily dismount and walk their bikes to the cycle racks. But more generally it sends the wrong message, and indeed a message that is in tension with the welcome addition of further cycle parking provision. Cyclists on the High Street must take a counter-intuitive, difficult to find, and frighteningly bus-heavy detour via St Aldate's if they wish to travel to New Road, so that the clear indication is that they are not welcome users of the city's streets. We understand concerns about conflict between different types of users of Queen Street, but the solution is clearer separation and demarcation of different types of road users and more stringent enforcement of considerate cycling, rather than exclusion.

	If the Council is serious about a shift to healthier, more liveable streets, it must make pedestrians and cyclists both feel welcome, rather than pitting them against each other.
(7) Local Resident, (Oxford)	<p><b>Concerns</b> (Queen Street) - These numbers should be regarded as an absolute minimum given the acute and growing shortage of bike parking in the city.</p> <p>Additionally, at the time when people most want to use the Queen Street parking, it is illegal to cycle there. Not everyone can easily dismount and walk; for many, a cycle is a mobility aid. I'd also suggest that at least one stand in each set should be spaced a little wider apart to accommodate the increasingly common cargo bikes and trikes, and should be marked as such.</p>
(8) Local Resident, (Oxford)	<b>Concerns</b> (Queen Street) - additional cycle parking in Queen street would decrease the amount of space on what is already a crowded street.
(9) Local Business, (Oxford)	<b>Support</b> - It's not enough. There needs to be more secure cycle parking. I can suggest additional locations. Outside my business for example and everywhere there are bicycles locked to metal railings etc.
(10) Local Resident, (Oxford)	<b>Support</b> - To be honest, I would support cycle parking *anywhere* in central Oxford. The extra stands in Queen Street will be the most useful. The Westgate Centre has a lot of stands, but they are all in the wrong place. I want to be able to park my bike near the central library
(11) Local Resident, (Oxford)	<b>Support</b> - FAR MORE cycle racks are needed in CONVENIENT locations in the city where people want to use them (NOT round the back of the westgate where they no one wants to use them and they are purely token). Get a grip - the people and the city will die if the county council does not do far more to curb car travel and promote walking and cycling. Shameful approach to date. Be a bit brave and massively restrict car travel and parking to save lives and save ways of life that are hugely negatively affected by cars, buses, lorries, severance, pollution, danger and fear
(12) Local Resident, (Oxford)	<b>Support</b> - Spacing of the Sheffield racks is very important. Chevron layouts are acceptable provided the separation distance is not reduced. In many Oxford cycle racks it is not possible to use both sides of the stand without damaging cycles. There is a standard for this spacing which should not be compromised.

(13) Local Resident, (Oxford)	<p><b>Support</b> - These stands need to be spaced widely enough to allow bikes to be parked without risk of damage, which means one metre minimum separation measured <u>at right-angles</u> to the stands. One metre between stand centres is not adequate when the stands are angled.</p> <p>There also needs to be marked provision for larger bikes - tandems, box bikes, etc. - ideally at a fixed fraction (15%?) of the number of places in each location.</p>
(14) Local Resident, (Oxford)	<p><b>Support</b> - Please reconsider the cycling prohibition on Queen street. with clear demarcation between pedestrians and cyclist I am sure both can co-exist on Queen Street as is the case in streets in many other cities and indeed elsewhere in Oxford.</p> <p>Please also consider what spacing will be provided between cycle parking stands . less than 1 meter separation between the typical sheffield stands makes it difficult to move a bike in and out of the space between stands already in use.</p> <p>finally please make more (some?!) provision for larger cargo bikes to encourage use of cargo bikes which will reduce even more the need or desire to use a car.</p>
(15) Local Resident, (Oxford)	<p><b>Support</b> - More cycle parking is desperately required all over the city centre.</p>
(16) Local Resident, (Oxford)	<p><b>Support</b> - I welcome the proposed increase in cycle parking places. There are frequent occasions when there are not enough places- especially when so many racks are removed in Broad Street for events eg the Christmas Markets. Convenient plentiful secure cycle parking - bring it on!</p>
(17) Local Resident, (Oxford)	<p><b>Support</b> - No comments</p>
(18) Local Resident, (Oxford)	<p><b>Support</b> - I strongly support increasing cycle parking availability. (If the Council is serious about increasing cycling and walking in the city, then I think it will need a lot more than the proposed extra racks.) I have some concerns about the spacing between some of the racks as proposed, which looks as if it may not be wide enough to fit two ordinary</p>

	<p>cycles per rack. I also have concerns about capacity to accommodate cargo bikes (I use a cargo bike for shopping in the city centre).</p> <p>I hope that the provision of extra racks on Queen Street is a sign that the prohibition on cycling down that street, which is part of the unwelcoming attitude to cyclists that makes a mockery of the signs at Oxford's outskirts ("A Cycling City"), is going to be reconsidered.</p>
(19) Local Resident, (Oxford)	<p><b>Support</b> - We very much need more bike racks in Oxford, anywhere is good but especially places that are well lit at night and have lots of people going past, so bikes are less likely to be stolen, and as a female cyclist you do not feel vulnerable going to unlock your bike to go home in the evening.</p> <p>However, PLEASE MAKE THE RACKS FURTHER APART. Putting them too close together is false economy. It means only 1 bike not 2 can be parked. Any bike with a front basket doesn't fit in. My bike got badly scratched by another bike too close. Several times I have had to get passersby help me to get my bike out, after someone else has parked after me, and my bike is now jammed in and I can't get it out.</p>
(20) Local Resident, (Oxford)	<b>Support</b> - No comments
(21) Local Resident, (Oxford)	<b>Support</b> - significant additional cycle parking should be considered in place of the existing car parking in Broad Street.
(22) Local Resident, (Oxford)	<b>Support</b> - No comments
(23) Local Resident, (Oxford)	<b>Support</b> - No comments
(24) Local Resident, (Oxford)	<b>Support</b> - Why on earth are you doing consultations on cycle racks? You are losing precious time to implement an obvious policy. Please install nice ones, embedded in the ground, not the one s crewed on the concrete. Do ETRA and if you have reasonable complains you can review it later ...

(25) Local Resident, (Oxford)	<b>Support</b> - Any and all moves towards supporting the emission-free transition in the city centre are paramount, and this is the best time to be doing it. This will encourage a healthier, socially distanced mode of transportation.
(26) Local Resident, (Oxford)	<b>Support</b> - No comments
(27) Local Resident, (Oxford)	<b>Support</b> - Great Idea, I'm always struggling to find somewhere to lock my bike
(28) Local Resident, (Oxford)	<p><b>Support</b> - Provision of additional cycle parking in Oxford City Centre is greatly to be welcomed. However, the proposed additional bike racks are nowhere near sufficient to the pent up demand and will certainly not accommodate any additional demand which may be caused by the emergency measure to encourage more walking and cycling. New Road – please consider two storey bike parking here. As the racks are next to a high stone wall the full height of the wall could be utilised.</p> <p>Queen Street – the extra stands are very welcome but this is an area of high demand. Given the availability of a long stretch of wide pavement here there should be room for more bike stands, for example in front of Marks and Spencer's.</p> <p>Turl Street. A mere two bike racks is not adequate to the demand in this area. If parked cars were removed from the Southern, trafficked end of Turl Street there would be room for far more bike racks.</p> <p>Speedwell Street. The existing bike racks are against a plain brick wall. There is sufficient height to allow for double decker cycle parking here.</p> <p>Wellington Square – far more bike stands are needed here. There are multiple opportunities for bike parking on three of the four corners of Wellington place, including a missed opportunity to put double decker bike parking against a wall. Please do consider how you can scale up this provision and be more ambitious.</p>

(29) Local Resident, (Oxford)	<b>Support</b> - No comments
(30) Local Resident, (Oxford)	<b>Support</b> - No comments
(31) Local Resident, (Oxford)	<p><b>Support</b> - Any stands positioned close to colleges are unlikely to be effective in the long term. They will fill up with cycles of students, who for various reasons do not wish to use college provided parking. Don't believe me? Check the following stands at ~6 am (no shoppers around) outside: St Peter's/New Inn Hall St, Trinity/Broad St, St Edmund Hall/Queen's Lane. Exeter and Lincoln/Brasenose Lane. The only time I am able to use any of these is in the vacations.</p> <p>So only the Queen St and Speedwell St new parkings will avoid this fate.</p>
(32) Local Resident, (Oxford)	<b>Support</b> - Please also make provision for Cargo bike parking which require greater space to park to ensure that they are not blocking the pavements or protruding onto the road.
(33) Local Resident, (Oxford)	<p><b>Support</b> - I strongly support the expansion of cycling infrastructure in Oxford including parking and dedicated car free cycle paths because cycling benefits a huge number of people and society as a whole:</p> <ul style="list-style-type: none"> <li>- Cycling is cheaper for people than driving and public transport. You don't need to buy a car or fuel or tickets.</li> <li>- Cycling is cheaper for the council than driving. A bike needs much less road space and parking space compared to a car and also causes less damage to the road leading to a double whammy saving on highways.</li> <li>- Cycling is inclusive for everyone: You don't need the money to buy a car. You don't need a driving licence. You don't need to be over 17 years old. You don't need to be young and fit.</li> <li>- Safe cycling keeps people healthy and helps to prevent chronic long term diseases which form a burden on the NHS and society as a whole.</li> <li>- Cycling is zero emission and helps to clean the air of toxic pollutants from motorised vehicles thus further benefiting the health of everyone in society.</li> <li>- Cycling is a low risk proven solution in urban areas for solving transport challenges as demonstrated by countries such as Denmark and The Netherlands</li> </ul>

(34) Local Resident, (Oxford)	<b>Support</b> - No comments
(35) Local Resident, (Oxford)	<b>Support</b> - My concern is not with adding new bike racks, which I am 100% in favour of. My concern is with abandoned bikes that clog up the racks. Is there a way to create some kind of free or low-cost bike licence scheme or other type of programme so that any bike not adhering to it could be removed from the racks? I know this is something new that would require additional costs and resources to implement, but with the Government's new focus on moving more commuters to bikes (amongst other sustainable options), this would be the right time to implement it.
(36) Local Resident, (Oxford)	<b>Support</b> - We desperately need more cycle parking. Although I support all of these, I'd also like to see more in Broad Street and High Street.
(37) Local Resident, (Oxford)	<b>Support</b> - The cycle access from the West/Botley Road MUST be made safer and more convenient as a matter of top priority!
(38) Local Resident, (Oxford)	<b>Support</b> - Yay more cycle parking!
(39) Local Resident, (Oxford)	<b>Support</b> - No comments
(40) Local Resident, (Oxford)	<b>Support</b> - Bikes need secure parking as bike theft is very common and dissuaded us as a family from cycling into oxford
(41) Local Resident, (Oxford)	<b>Support</b> - Please make sure thqt the spaces between the fails are wide enough to fit cargo bikes and bikes with trailers, in! More and more people are using these instead of cars to transport shopping, children and equipment, so please support and encourage those who are trying their hardest to help the city by leaving their cars at home.

(42) Local Resident, (Oxford)	<p><b>Support</b> - This is all good - but the numbers of racks is too few by a long way. Please ensure that cycle parking is in public view - down back streets is unpopular as it makes cycle theft much easier.</p> <p>I'm very happy with the document which regulates to allowing future cycle parking in many streets - an essential prerequisite.</p>
(43) Resident, (Woodstock)	<p><b>Support</b> - Can i also suggest Broad Street for extra cycle parking. My wife and I cycle into Oxford from Woodstock to do our shopping and often have to lean our bikes against a wall and lock them together because all the bike racks are full. I would also suggest a system of monitoring, as they do in the Netherlands and elsewhere, so that abandoned bikes do not take up valuable parking spaces.</p>
(44) Resident, (Shipton-on-Cherwell)	<p><b>Support</b> - With the expected rise in cycling post lockdown and the fact that I have previously always struggled to park my bike during the day in Oxford, I fully support these proposals, but wonder if they go far enough?</p>
(45) Resident, (Kidlington)	<p><b>Support</b> - Very much needed. I commute by bicycle to Oxford for work, shopping and leisure. there is a lack of high quality, safe, bicycle parking.</p>
(46) Resident, (Abingdon)	<p><b>Support</b> - Bike Parking always good. More please!</p>



## CONSULTATION - Various City Centre Roads (Oxford) Proposed Pedal Cycle Parking

Reference: 'Proposals to provide additional, convenient and secure cycle parking facilities at various locations within the City centre. The proposals are being put forward in line with the 'Oxford Transport Strategy' to help encourage more cycling to and from the city centre, and to also better facilitate the growing number of pedal cyclists. Specifically, the proposals apply to the following locations within the City:

- a) New Road,
- b) Queen Street,
- c) Ship Street,
- d) Speedwell Street,
- e) Turl Street, and
- f) Wellington Square.

Cyclox response: we welcome the proposal to increase the number of places for locking a bike. However, we are most concerned, to the point of objection, with numerous design details and locations.

With the exception of the Queen St locations the others are mostly at locations that are too far from the existing demand to make a worthwhile difference.

- None is covered.
- The echelon layout does not provide convenient or adequate spacing for bikes, let alone the 'Cycle Design Vehicle' described in DMRB. (Illustrated at the end of the letter).
- There's no provision marked for 10% to have enough spacing between stands, or adjacent clear space, to accommodate non-standard cycles.
- Cycle parking should not displace pavement space for pedestrians.
- These plans appear to be pre-Covid-19, a far greater number of safe spaces will be needed post-COVID-19.

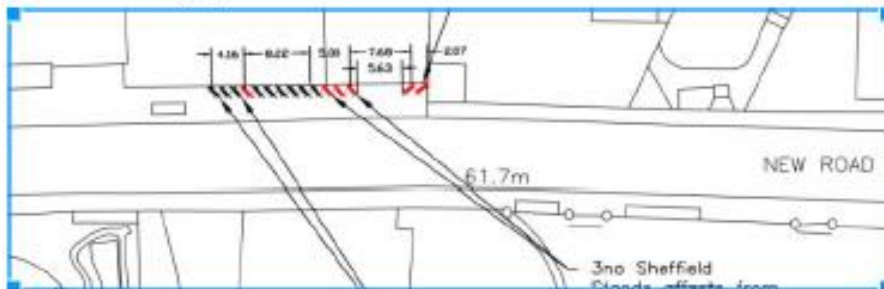
### Suggestions for cycle parking:

- two-tier racks where not visually intrusive.
- Use the space left by vacant shops –
- proper cycle Hub. Boswells and/or George St near Cornmarket junction.
- Existing places where bikes are fly-parked.
- Gloucester Green.
- The yard at the end of Shoe Lane.
- St Ebbe's outside the Royal Blenheim.
- Ship St.
- Brasenose Lane.
- Centre of Broad Street, to replace the existing carpark spaces.

There are many unused opportunities. Retail is on its knees and needs them.

Cyclox is concerned about the demand from e-scooters users. Will they start competing for cycle-parking spaces?

(a) New Road – extend/increase the existing cycle parking on the northeast side outside of Nuffield College,



Cyclo objects to the detailed location and design.

The proposed provision neither extends nor increases the provision.

These are the stands in Streetview (up to 2019):



The 'Oxford City Centre Cycle Parking Audit, 2018', offers this description:

- 17 x round topped black Sheffield stands on frontage of Nuffield College installed perpendicular to the building wall.
- Correctly installed and spaced.

In this context it is of concern that the PTB Spreadsheet recommendation is to "Replace current arrangement with row of 15 x stainless steel Sheffield stands at a 45-degree angle to wall". Cyclo sees no merit in replacing an adequate arrangement with a stainless-steel and inadequate arrangement.

- Cyclo objects to loss of the convenient right-angled positioning for the cycle-parking spaces,
  - What is the reason that this has been changed to echelon stands?
  - There is an ample 'forecourt' and off-the-footway space.
- Echelon is likely to lessen the usability of better-spaced stands at right angles.
  - Four stands in 4.16m is likely to give a 1.07 spacing at right angles.
  - This is inadequate and should be 1.20m at a minimum.
- And why only 15 stands to replace the 17 in the StreetView photo?
- What is the reason for the 5.63m gap? There is no doorway here, for practicality but there is a degree of symmetry in the arrangement.





- 2) Cyclox proposes that the recommendations in the 2018 document are adhered to. In particular Cyclox notes that the *'Oxford City Centre Cycle Parking Audit, 2018'*, offers this description:

- 15 x stainless steel Sheffield stands installed perpendicular to the kerb on the southern side of the road, to the left of the entrance to Jesus College.
- Correctly installed and spaced.

And makes the recommendation to

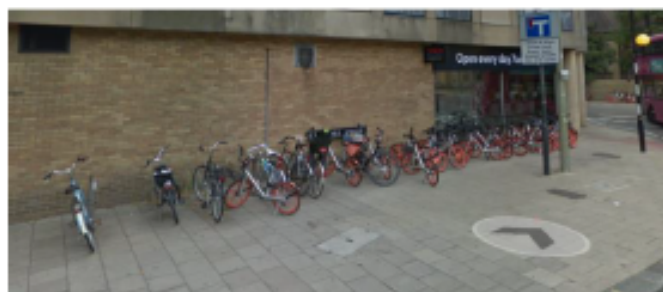
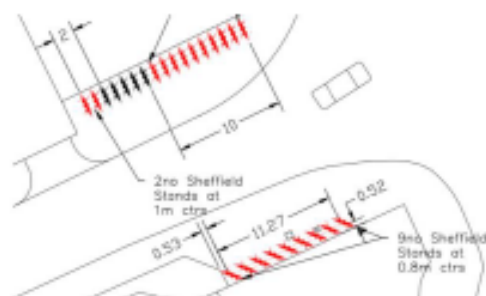
- Extend row to east and install 10 x Sheffield stands perpendicular to kerb as indicated below.

- 3) Cyclox proposes that the additional 10 stands in the earlier proposals are provided here.

---

(d) Speedwell Street – extend the existing cycle parking on the north side, and introduce additional cycle parking on the south side, at the junction with St Aldates

Cyclox objects to the design layout.



- 1) Cyclox objects to the use of an echelon formation at the south side of Speedwell St.
  - a. Cyclox objects to the reduction from 12 to 9 stands.
  - b. Cyclox proposes an increase as in the *'Oxford City Centre Cycle Parking Audit, 2018'*, which proposes: "Install 12 x Sheffield stands, perpendicular to the wall, as indicated ...".
  - c. The proposal to locate these stands at 0.8m centres means that an unusable dimension will be available between the stands,
  - d. we propose 1.2m spacing.
- 2) Cyclox is concerned at the spacing on the north side of Speedwell St, at 1.0m. We propose 1.2m for convenience.
- 3) Cyclox proposes double-level storage and shelter in both these locations.
- 4) Northside, adjacent to Tesco's, on Streetview this 'space' is filled with Hire Bikes –
  - a. Cyclox suggests that Hire Bike spaces should be provided.

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#### (e) Turl St additional spaces

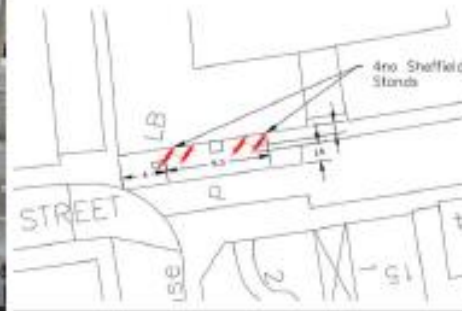
The current usage is to lean bikes against the wall, this is a preferred means for many people who cycle and the biggest improvement would be a bar, or hoops mounted on the wall or adjacent to it (or Copenhagen 'pull-up' locking points), and this is good for non-standard bicycles. There is one on Streetview for 2016, a four-seater:



Few of the proposed spaces would accommodate such a bike.

**Cyclox objects to the design layout.**

1. The four proposed for Turl St, near the Brasenose Lane corner, will be in the pedestrian walkway and thus they are poorly located.



2. Cyclox objects to the use of an echelon formation here
3. The outcome, particularly at the reduced spacing will be less convenient or even unusable bike parking.
- 4) Cyclox proposes that the cycle parking is located on the 'apron', associated with the rising bollard, enabling a continuous path for pedestrian traffic adjacent to the College wall.

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'f) Wellington Square – extend the existing cycle parking on the east side near to the Oxford University Admissions building.

Cyclox comments that the additional stands seem to be well placed.

**Cyclox notes that**

Few if any of the proposed cycle parking spaces can accommodate the 'Cycle Design Vehicle' as described in DMRB, CD195 Revision 1:

**E/2. Cycle design vehicle**

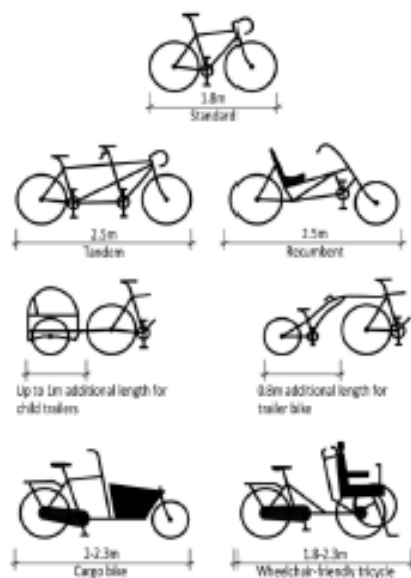
**E/2.1** The dimensions of the cycle design vehicle shall be 2.8 metres long and 1.2 metres wide.

**NOTE 1** The cycle design vehicle has been created to cater for a wide range of users.

**NOTE 2** The length of 2.8 metres is made up of a bicycle at 1.8 metres plus a child trailer of up to 1.0 metres in length.

**NOTE 3** Figure E/2.1N3 provides examples of different categories of cycle.

Figure E/2.1N3 Categories of cycle



OBO CycloX

21 June 2020

Division(s): Wolvercote and Summertown
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **OXFORD – GODSTOW ROAD: PROPOSED TRAFFIC CALMING MEASURES**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of speed cushions on Godstow Road as advertised.

#### **Executive summary**

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

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce six pairs of speed cushions on Godstow Road at Wolvercote, Oxford.

#### **Background**

4. The above proposal as shown at Annex 1 have been put forward in conjunction with Oxford City Council who have undertaken to fund the project subject to approval being given to proceed with the scheme.

#### **Consultation**

5. Formal consultation was carried out between 4 June and 3 July 2020. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, oxford City Council and local County Councillor. Letters were sent directly to approximately 80 properties in the immediate vicinity, and public notices also placed on site.
6. Seventeen responses were received. 5 objections 7 in support 4 raising concerns and Thames Valley Police not objecting. The responses are

recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other comments**

7. Thames Valley Police did not object.
8. The City Councillor representing this ward supports the proposal.
9. Objections were received from five members of the public with a further four responses expressing concerns. The grounds for objection and concern included proposed use of speed cushions where parking routinely occurs, resulting in vehicles not being able to straddle the cushions as they would otherwise be able to do, resulting in potential danger and inconvenience and also adversely impacting on buses and emergency services. Other issues raised were the number, siting and spacing of the cushions, their effectiveness (particularly in respect of motorcycles), their appearance as an urbanising feature and the need for calming on this comparatively short stretch of the road with some respondents noting that other parts of the Godstow Road with speeding problems had not been included in the scheme.
10. Five expressions of support were received from members of the public, although some of these did raise concerns about the close spacing of the features and the omission of other parts of the road judged to have a speeding problem
11. Noting the above, the design of the scheme - including the number and siting of the proposed speed cushions - reflects the outcome of discussions with the local member Councillor Paul Buckley and residents. Placing of speed cushions on roads with parking is not uncommon and where parking does restrict the road width to one lane, vehicles will still be able to straddle the cushion as intended by their design.
12. At the time of writing this report a response had not been received from Oxford Bus Company. Any response will be reported verbally to the meeting

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

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

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

14. The proposed measures will be part funded by Oxford City Council and the Councillor Priority fund

## **Equalities Implications**

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

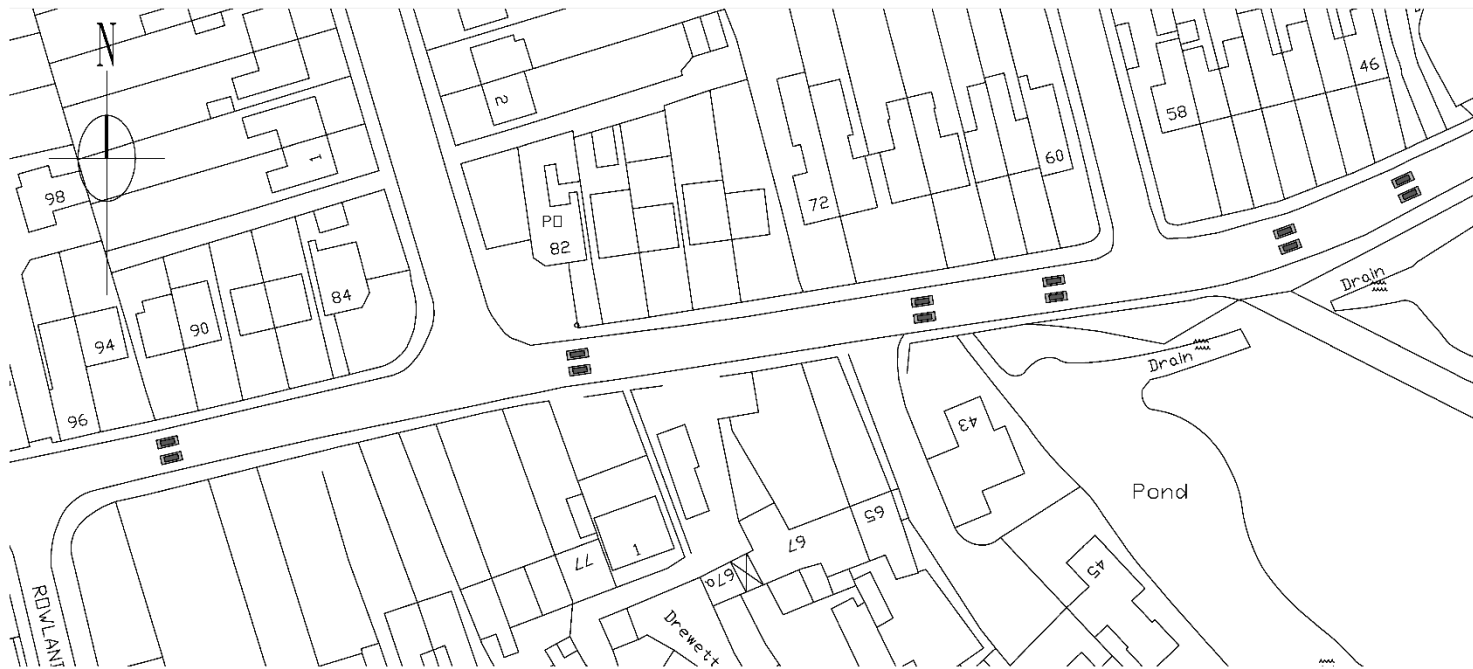


JASON RUSSELL  
Interim Director of Community Operations

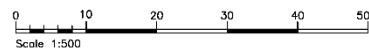
Background papers:        Scheme Plan  
                                     Consultation responses

Contact Officers:            Hugh Potter 07766 998704  
                                     Dave Tidball 07879 885448

July 2020



Location Plan  
Showing Proposed Locations of Speed Cushions

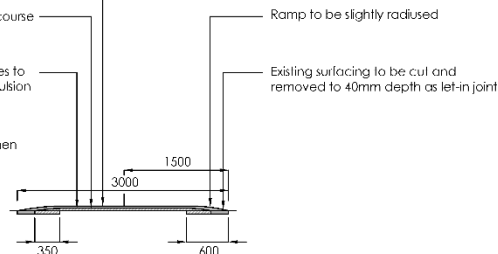


40mm thick rolled asphalt surface course to BS EN 13108 - 4 Design Mixes. HIRA 35/14F surf 40/60 dos.

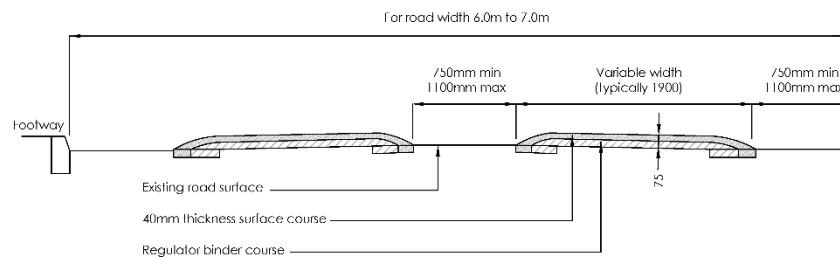
See Note 3 for regulating binder course material

Existing road and reduced surfaces to be tack coated with bitumen emulsion at the rate of 0.5-0.7 l/m<sup>2</sup>

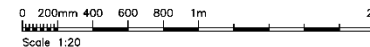
All vertical surfaces to have bitumen applied in accordance with the specification (PD 6691:2007)



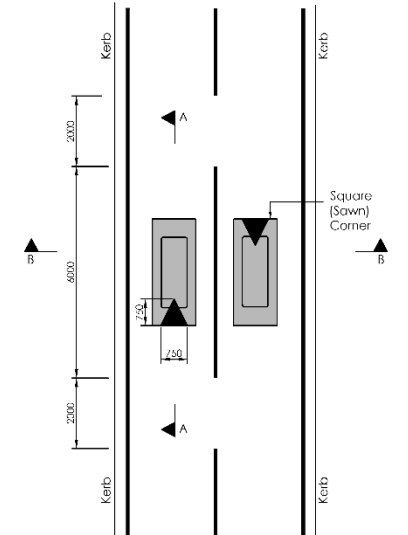
Long Section A-A  
(note: both cushions have similar profiles)



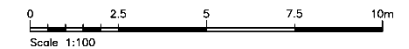
Cross Section B-B



## ANNEX 1



Plan - showing road markings



REV.	DATE	DETAILS	BY

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Oxford City Council <b>Housing &amp; Property Services</b> St Aldate's Chambers St Aldate's OXFORD OX1 1DS		 <b>OXFORD CITY COUNCIL</b>
Tel. 01865 249811 DDI 01865 25****		

[www.oxford.gov.uk](http://www.oxford.gov.uk)

PROJECT TITLE	Godstow Road, Oxford
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DRAWING TITLE	Traffic Calming Plan
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SCALE	As Shown @ A2	STATUS	Information
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DRAWN BY	J. Axford	DATE	04/11/2019
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CHECKED BY	S. Hearn	DATE	04/11/2019
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AUTHORISED BY		DATE	
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DRAWING NUMBER/ SHEET NUMBER	BDC****/****	REVISION	
------------------------------	--------------	----------	--

FILE PATH	M:\Housing-Services\Property Services\PS Individual Staff Folders\J. Axford\Projects\Godstow Road - Car Parking\Godstow Road\BDC WIPMASTER AutoCAD BDC Title Blocks with Licence No.dwg
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection.</b>
(2) Local City Cllr, (Wolvercote Ward)	<b>Support</b> – Thanks for your email about this consultation - which is welcome news.
(3) Local Resident, (Oxford)	<p><b>Object</b> – No PAIRS of cushions are required. Parking areas on most of the south side of the road are absolutely necessary and permanently used because many village houses were built with no provision for car parking.</p> <p>TWO SINGLE cushions (not 6 + 6) are enough to remind drivers of the 20mph limit. Number II and Number V (preferably 30 m east of Elmthorpe Rd) would be quite enough.</p>
(4) Local Resident, (Oxford)	<p><b>Object</b> - The major problem in the Godstow Rd is caused by rush hour commuters using it as a short cut to avoid the Pear Tree and Wolvercote roundabouts. The humps will hardly reduce this - some way must be found to discourage the use of the road as a rat run. The worst offenders are motorcycles, the source of most of the speeding and noise throughout the day. They will be able to avoid the humps by riding around them.</p> <p>The humps are unlikely to be popular with the bus company and the emergency services. They also have a reputation for damaging vehicle suspensions, however slowly they are traversed. I for one will not hesitate to seek professional advice if my car suffers suspension damage after the installation of these measures.</p> <p>This proposal should be dropped in favour of an alternative method of traffic calming - of which there are many.</p>
(5) Local Resident, (Oxford)	<b>Object</b> - I believe that the proposed traffic calming speed cushions will make the road more dangerous. They may look simple on paper, and putting cushions on both carriageways may seem like a good idea, but the reality of this

	<p>road is not how it appears on the plans.</p> <p>Cars are always parked either side of Godstow Road in the proposed area, with occasional gaps between. To get down Godstow Road, traffic almost always has to pull into areas where cars are not parked in order to let traffic come the other way before they can use the other side of the road to get by the parked cars. Thus cars and bikes regularly have to drive in the middle or other side of the road, not on the side of the road assigned to them.</p> <p>Adding speed cushions to this situation will mean that the parked cars will be parked partially on them, and the cars and bikes that are “overtaking” the parked cars will have to negotiate around the speed cushions while mixing with the other cars/bikes that are trying to use the road.</p> <p>I imagine cars swerving around speed bumps to try and avoid them, and getting in the way of oncoming cyclists. Cyclists will also be forced to go over the speed cushions in ways that they were not designed for, for instance having to ride along the side of them at a camber as they squeeze past the cars on the road.</p> <p>I live on Godstow Road, and I do not see a problem with speed on this road. What I do see is a lack of room for the mix of traffic, and I believe that speed cushions will make this worse.</p> <p>In summary, this is a busy road where drivers and cyclists always have to alternately drive on the other side of the road, and give way. Fitting a parked car, an overtaking car, and a cycle coming the other way is a tight fit. Adding speed cushions to this just complicates the mental planning that people have to do to negotiate this road safely. It'll be a confusing mess if the speed cushions are installed.</p>
(6) Local Resident, (Oxford)	<p><b>Object</b> – I have lived on Godstow Road for a long time. Over the years we have had traffic lights on the canal/railway bridge, a pedestrian crossing near the junction of Rosamund Road, and some extensions to the double yellow lines around Roland Close and Home Close. mini roundabouts at Mere Road and Mill Road, and recently the imposing of a 20mph limit through the village. When assessing the merits of these 'improvements' it is very fair to say that they have affected very little change in the way traffic moves through the village.</p> <p>For example, were you to conduct a survey of residents asking where the 20mph limits start and end most would not fare too well. Were you to ask how many people actually made a point of using the pedestrian crossing most would say they crossed the road at the point they needed to. I have observed that some parents make a point of using the crossing when with younger children but not when they are on their own.</p> <p>The double yellow lines do keep important parts of the village roads clear for the majority of the time but during the</p>

	<p>recent spate of warm weather the double yellow lines were ignored in many parts of the village (when most needed they were ignored)</p> <p>The mini roundabouts do so often cause uncertainty when traffic approaches them and in very many cases vehicles drive through or over them and not around them. I am convinced that leaving the junctions as clearly marked junctions would have been the best solution. As a cyclist I always exercise the greatest of caution having had a number of close shaves at these roundabouts.</p> <p>The point of these examples is not to "have a moan", but to show that changing things within the village has not necessarily resulted in any improvement to the traffic behaviour, and people will just carry on as usual. Oxfordshire CC in common with many other CC's has a rather poor record when it comes to minor road maintenance. Far too often speed bumps, cushions, rumble strips, gateways, road signs, mini roundabouts and road markings are put in with available money, but the budget for maintenance is not sufficient and eventually we are left with a broken or worn out obstruction in the carriageway.</p> <p>If the installation cannot be properly maintained please don't install them in the first place. Please note that the vehicles parked along the roadside have always done a very effective job of restricting the flow and speed of traffic. And cost nothing to install or maintain.</p> <p>Given the increased noise, pollution and inconvenience such cushions would cause to the village and the very doubtful improvement to traffic calming gained, I would respectfully and earnestly recommend that the carriageway along the Godstow Road be left as it is</p>
(7) Local Group, (Wolvercote Residents)	<p><b>Concerns</b> - When the original request was made for the speed controls on Godstow Road we originally asked for the speed cushions to continue up Godstow Road east of the railway bridge. On the plan that the Council supplied only 6 pairs of cushions were shown to the west of the railway bridge but none to the east of it. 4 pairs are shown very close together on the approach to the railway bridge. Is it possible to either add further cushions to the east side of the bridge or, if there are cost implications, could 2 pairs of those on the west of the bridge be repositioned on the east side of it. I have drawn up plans similar to the ones originally submitted, I am happy to forward this if you let me have a suitable email address to send them.</p>
(8) Local Resident, (Oxford)	<p><b>Concerns</b> – Much as I appreciate that there is finally going to be some traffic calming on Godstow Road, I wanted to question the positioning. 6 pairs over such a short distance seems strange.</p>

	<p>My house lies at the end of the row to the east of Elthorpe Road. Vehicles frequently accelerate hard past our house in order to hopefully catch the green light on the bridge. There is also a slight bend in the road that makes it difficult to see clearly from the north side of the road. This is bound to get worse as they accelerate hard, having been frustrated by the speed bumps.</p> <p>If one more set of bumps was added at the end of the row, e.g. opposite 46 Godstow Road, then this acceleration would take place in an area where there are no more houses.</p>
(9) Local Resident, (Oxford)	<p><b>Concerns</b> – I am in favour of reducing traffic speed on the Godstow Road, but question whether this is the right scheme to achieve that. The fundamental design of speed cushions is to allow buses, ambulances and other large vehicles with wide wheel-bases to "straddle" the cushions so avoiding discomfort to passengers, damage to vehicles and noise. Cyclists can avoid the cushions by steering between the cushion and the kerb.</p> <p>But these advantages are lost when paired speed cushions are positioned where cars are frequently parked. This will apply to the majority of the cushions. In this respect the drawing submitted with the consultation is misleading as it does not show where cars are almost continuously parked. I am concerned that there will be discomfort to older or disabled passengers using the No 6 bus, and that potentially the Oxford bus company, foreseeing</p> <p>damage to its buses, may withdraw the service. There may well be increased noise as large vehicles, unable to straddle the cushions, cross them. There will be a danger to cyclists who will be unable to cycle between the cushion and the kerb, so forced to choose between mounting the cushion or cycling down the middle of the road between the cushions and exposed to traffic approaching in the opposite direction.</p> <p>These issues are all considered in a report produced by the government's Transport Research Laboratory. It may be the case that the unspoken intent is to remove the permitted parking where the cushions are to be located; that would be of great concern to many residents who have no alternative parking provision.</p>
(10) Local Resident, (Oxford)	<p><b>Concerns</b> – I do not like traffic calming measures such as the speed cushions proposed; I think they are ugly, urbanising and I am not entirely convinced they result in the desired outcome. However, I am aware that they are popular within the village and so I do not object to them.</p> <p>I am also aware that you are likely to receive some requests to extend the speed calming measures the other side of the bridge, continuing up Godstow Road toward the Wolvercote Roundabout. I would object to this proposal; not least</p>

	I am concerned that it would push additional traffic onto Wolvercote Green and First Turn, roads on which there is a more direct relationship between people and the highway (than the northern section of Godstow Road) and additional vehicles would be disadvantageous.
(11) Local Resident, (Oxford)	<b>Support</b> - Traffic calming in Wolvercote is well overdue so greatly welcomed. It is a shame the Council or ODS or whoever did the survey and proposed the position of the speed ramps did not feel it necessary for the measures to continue further up Godstow road to Mere road. Cars and some vans do also speed down the eastern side of the bridge towards Wolvercote Green and Mere road. One additional pair between the Godstow bridge and Wolvercote Green and another pair between Wolvercote Green and Mere road would have a big additional impact but hopefully cost very little more. I hope the road lines, double yellows and bus stop markings can all be updated as many are nearly invisible.
(12) Local Resident, (Oxford)	<b>Support</b> - I think traffic calming along Godstow road is long overdue and much needed. However, I think 6 pairs of cushions might be excessive over such a short distance. A solar powered flashing light showing if people are driving too fast might also be useful .as in other villages.
(13) Local Resident, (Oxford)	<b>Support</b> - These traffic calming measures are long overdue and will improve safety through Lower Wolvercote. Godstow Road is used as a 'rat run' especially when the A34 is congested so steps to slow through traffic are welcomed
(14) Local Resident, (Oxford)	<b>Support</b> - As a pedestrian in that area before or after going for a walk on Port Meadow I have been concerned for some time about my safety in relation to traffic speeds there and thus welcome and support the proposal.
(15) Local Resident, (Oxford)	<b>Support</b> - I support traffic calming on Godstow Road but do not favour speed cushions as they allow vehicles steer between them and avoid slowing down. They are also scary for cyclists as approaching vehicles encroach into the oncoming lane to avoid the cushions.  I would prefer to see sinusoidal humps being used, which slow vehicles but remain comfortable for all road users when taken at the correct speed (Lambeth council have some information about sinusoidal humps available online).

	<p>I would also prefer to see some cushions/humps to the east of those in the proposed plan, on both sides of the railway, to help reduce speeding for the lights on the railway bridge. A red-light enforcement camera at this location could raise a lot of revenue for the council.</p> <p>Additionally, I would like to see the volume of traffic using Godstow Road reduced, particularly as the papermill development is populated and people avoid public transport because of coronavirus. Godstow Road is used as a rat run by vehicles avoiding the A34 and becomes very busy when vehicles are directed to avoid the A34 by online mapping. One solution to this could be to place a modal filter on Godstow Road, either on Pixey Mead or on one of the bridges onto the mead. A further solution would be to remove the parking on Port Meadow at the bathing place (except for some space for blue badge holders) and building safe cycling infrastructure to encourage people to cycle to the bathing place rather than drive.</p>
(16) Local Resident, (Oxford)	<p><b>Support</b> - I live in Godstow Road and can say I fully approve of these measures. The 20mph speed cameras are completely ignored, and a you know cars use the route from the A34 through Wytham and Wolvercote to avoid leaving the A34 at the Peartree junction.</p> <p>Many of the cars are clearly speeding, some really excessively (I would say at least 50mph on occasions) and if you wave to suggest they slow down by waving your arms, you are often met with abusive two fingers. Aggressive driving seems to be a human condition!</p>
(17) Local Resident, (Oxford)	<p><b>Object</b> - I do think that the parking spaces, bus stops and pedestrian crossing should have been on the advertised plan, as without them the proposals are not truly representative of the road layout.</p> <p>While Godstow Road in Lower Wolvercote does need some protection from speedy and inconsiderate drivers, it needs more minor changes than proposed to achieve this.</p> <p>Before making alterations, it is essential to understand how the road works on a day to day basis.</p> <p>At present, the parked vehicles, bus stops and the pedestrian crossing do a great deal to keep the traffic relatively calm for most of the time.</p> <p>The real problems, and only when the road is relatively clear, are from vehicles and cycles travelling down from the bridge into Lower Wolvercote and from vehicles travelling from the eastern edge of the green and play area.</p> <p>The proposal for six double cushions is over the top for what is required and, in itself, could cause new difficulties, with cyclists and drivers weaving to avoid them or being distracted by them faced with oncoming traffic, vehicles exiting from Rowland Close, Rosamund Road, Elmthorpe Road or by buses leaving their stops.</p> <p>Where there is existing parking, surely there would not be proper space for double cushions as parked vehicles would have to straddle one of them.</p>



	<p>There is a problem at the junction of Godstow Road and Rosamund Road on the corner adjacent to the Post Box, where the Royal Mail van stops to collect post and delivery vehicles and customer cars. The planned cushions are too tight to the junction and they cannot be moved further east as they will be too close to the pedestrian crossing. There is not a need for them in this location if the cushions to the west of Rosamund Road help to reduce the speed to Rosamund Road.</p> <p>The proposal to put cushions in the very frequently used bus stop on the north side and then across the road, where vehicles attempt to squeeze through when a bus is taking on passengers, makes little sense.</p> <p>Having used the roads regularly over 30 years and having recently studied traffic flows and taken photographs of the length of Godstow Road covered by the proposals, my views are as follow.</p> <p>I would agree with the set of double cushions as indicated between Rowland Close and Rosamund Road.</p> <p>I do not believe that the set by Rosamund Rad are safe or sensible and are not needed.</p> <p>The ones at the bus stop on the north side are not needed and that goes for the next set going east as this whole middle section is calmed by existing features already mentioned</p> <p>The double set east of Elmthorpe Road and where there are double yellow lines by Wolvercote Common will help to re-affirm the calming nature of the road indicated by the double ones further east. However, these should be closer to the apex of the railway bridge to deter those who think they can dash down the incline at speed. Perhaps just east of the parking spaces or as a single cushion next to the start of the parking.</p> <p>I believe that these changes would be far more effective and a darn sight cheaper than the proposed scheme in days when money is incredibly scarce.</p>
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Division(s): Bicester West
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **BICESTER – BROWNING DRIVE AND KINGSLEY ROAD - PROPOSED WAITING RESTRICTIONS**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions on Browning Drive and Kingsley Road as advertised.

#### **Executive summary**

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

#### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal to introduce and amend waiting restrictions on Browning Drive, Bicester where parking - in particular by commuters – is resulting in road safety and access problems for residents.

#### **Background**

4. The above proposals as shown at Annex 1 were considered at the Cabinet Member for Environment delegated decisions meeting on 21 May as part of a larger group of proposed waiting restrictions in Bicester which had been put forward following discussions and site meetings with officers and the local members. While the other proposals were approved at that meeting, a decision on the proposals for Browning Drive and Kingsley Road was deferred to allow further investigation and investigation.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 3 January and 31 January 2020. A public notice was placed in the Bicester Advertiser newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bicester Town Council, Cherwell District Council and local County Councillors. Street notices were

placed on site and letters sent to 40 properties in the immediate vicinity, adjacent to the proposals.

6. Seven responses were received in respect of Browning Drive. Five objections and two expressions of support specifically in relation to Browning Drive (additionally there were three expressions of support for the whole group of waiting restrictions).

## **Response to objections and other representations**

7. The table below summarises the comments received for the road and provides officer comments in response.

Browning Drive	<ul style="list-style-type: none"> <li>• Four respondents felt that the parking related to the veterinary practice was an issue and would be worsened by the proposed restrictions</li> <li>• Two residents felt that the proposals would displace parking to other parts of the road</li> <li>• The veterinary practice stated that they are awaiting planning permission to move premises to the new Eco-town in Middleton Stoney</li> </ul> <p><b>More residents were against the proposed DYL than in favour of them. Even some of the supportive comments raised concerns about the displacement of parking. Depending on the future of the vet practice, it may be worth reconsidering these proposals.</b></p>
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8. The above comments were also circulated to the three local members (Cllr Les Sibley) who confirmed that they wished the proposals as advertised to proceed, although noting the responses to the public consultation, also requested that a six month review of the parking scheme be undertaken with the Cabinet Member for the Environment to address any issues that may arise.
9. There is an urgent need for parking restrictions in Browning Drive and Kingsley Road. It is clear that the current parking opposite the junction makes the situation unsafe as the cars and vans affect visibility. There has been further discussion with Councillor Sibley on the points raised and the concerns over parking for the veterinary practice are noted and will be monitored while the business remains in this location, but this should not prevent the removal of unsafe parking. Browning Drive has an ongoing issue with on street parking and the proposed addition of double yellow lines along this road will have a positive impact on safety for local people.

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

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

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

11. Funding for the proposed measures has been provided by developer contributions.

## **Equity Implications**

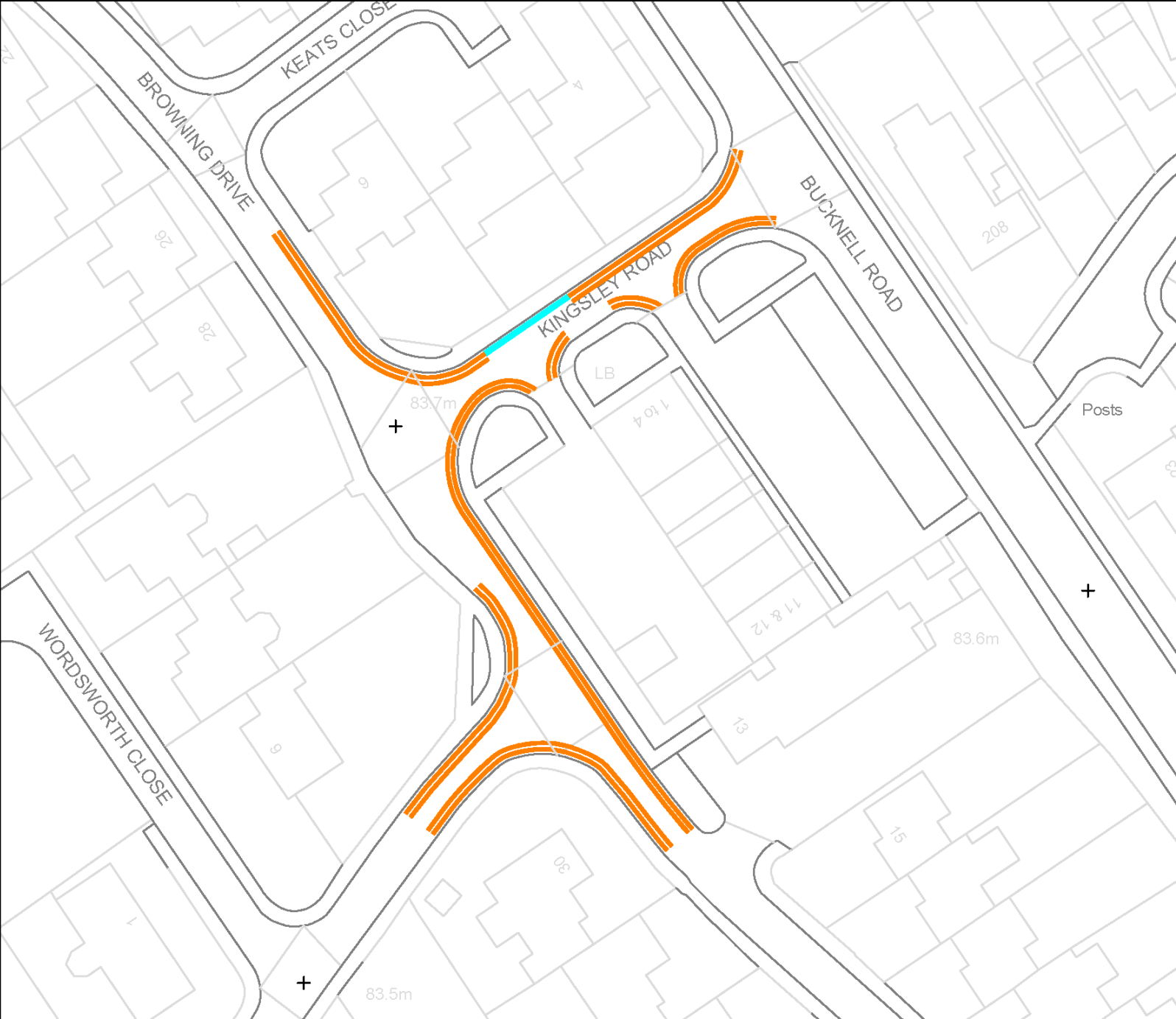
12. No equity implications have been identified in respect of this proposal.

JASON RUSSELL  
Interim Director of Community Operations

Background papers:      Plans of proposed waiting restrictions  
                                 Consultation responses

Contact Officers:        Hugh Potter 07766 998704  
                                 John Lee 07393 001006.

July 2020



Drawing No.

Revision

KEY TO RESTRICTION

No Waiting  
11am - 12 Noon  
(Single Yellow Line)

No Waiting  
12 Noon - 1pm  
(Single Yellow Line)

No Waiting  
(Double Yellow Line)

Bus Clearway

ALL RESTRICTIONS ARE NEW  
UNLESS OTHERWISE MARKED

N

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE  
COUNTY COUNCIL

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Project title

Proposed Parking Restrictions

Drawing title

Browning Drive/ Kingsley Road  
Bicester

Drawing Status

Consultation

Scale @ A3	Drawn by	Checked by	Approved by
NTS	LN	MW	MW
	Date drawn 03/09/2019	Date checked 03/09/2019	Date approved 03/09/2019

Oxfordshire Project No. & File Ref

Drawing No.

Revision

CMDE7

## Extracted from ANNEX 18 to the May 2020 report

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – I have consulted with the local Police regarding the amendments and have no comment or objection to the order.
(2) Bicester Town Council	<p><b>Support</b> – Bicester Town Council’s Planning Committee:</p> <ol style="list-style-type: none"> <li>1. Welcomes the Consultation and supports the objectives but calls for more County Council support for active planning for walking, cycling and public local transport initiatives.</li> <li>2. Welcome enforcement measures once lines are completed.</li> <li>3. Representation at Bicester Vision Executive meeting from Chiltern Railways confirmed they will have grants available in support of walking and cycling to stations.</li> </ol>
(5) Local Resident, (Bicester)	<p><b>Object</b> - <u>Browning Drive</u> - I am staggered but not surprised at this proposal. Staggered because of its sheer stupidity and not surprised because it is indicative of a council completely inept.</p> <p>I cannot believe any competent professional has suggested this proposal as a viable and effective solution.</p> <p>The chaos and dangers it would bring to a residential area with many young children about is unbelievable.</p> <p>Why has no-one questioned the competence of whoever's suggested this as a problem solving solution?</p>
(20) Local Resident, (Bicester)	<p><b>Object</b> – <u>Browning Drive</u> – I have a concern/objection regarding length of the proposed 'No Waiting - Double Yellow Lines' on <u>Browning Drive</u> opposite the junction to Bunyan Road. This area is frequently used by clients bringing their pets to Harts Vets. Harts Vets car park is not vast and not having somewhere else to park to drop off or collect pets can increase the stress already being experienced by those people and their animals.</p> <p>Many people do not like to use the public car park in front of the Co-op and other stores, in fear of car wheel damage as the condition of the tarmac is awful and at peak times this car park is over-subscribed.</p>



	Perhaps this area could be addressed or expanded to alleviate the congestion when visiting these popular establishments?
(23) Local Resident, (Bicester)	<p><b>Object – Browning Drive</b> – I wish to strongly object to the double yellow lines at Browning Drive/Kinsley road/Bunyan road junction. I have lived at number 17 Browning Drive (2nd house from the vet) for 19 years and for most of those years have been in contact with the vet to try and reduce their customers and staff continually parking outside my and my neighbours homes, often blocking driveways and making it difficult to get on and off our driveways. They have tried very hard to encourage their customers to park in their car park and on the road alongside the vet which is where you are now proposing to put double yellow lines. If you do this then all the vet customers will park outside our homes once again, often inconsiderately, and once again make our lives very difficult...both parking our own cars near our homes and getting on/off driveways. I have attached the map showing the proposals...in blue I have circled the area where there really is no need for double yellow lines and in red when I live and how all these people will then park outside all of my and my neighbours homes.</p> <p>I would urge this to be reconsidered...I cannot see why it has been proposed and would like to see anyone who goes ahead with this to live with the consequences as we will have to do.</p>
(27) Local Business, (Bicester)	<p><b>Object – Browning Drive</b> - We are a huge advocate of responsible parking, caring deeply for the effect that it has on our neighbours, so when we saw the proposals that you have for the restricted parking on the junction of Kingsley Road and Browning Drive we were very pleased, but also quite dismayed.</p> <p>The restrictions in Kingsley Road itself are most welcome and very much needed as the standard of parking there – mostly by lorries delivering to the businesses on the Bucknell Road parade of shops - often blocks the road or pavement completely; reduces visibility markedly for traffic and pedestrians alike and is generally a road safety hazard. Kingsley Road into Bunyan Road is often used as a rat run though the estate and having parked lorries and vans there makes it lethal to pedestrians at times.</p> <p>The Browning Drive restrictions are much more of a concern for us. Our business has been on Browning Drive for the last 27 years. We originally chose a site where we had on site parking, sufficient for clients and staff alike. As you can imagine, in 27 years, we have grown as a business exponentially.</p> <p>We realised that we were going to completely outgrow this site and so about 6 years ago we started plans to move our</p>

site onto the Middleton Stoney Road, about a mile away from our current location. We have been trying to get permission through Cherwell District Council for the last 5 years as part of the new Eco Town development, but have been thus far thwarted by red tape and the perceived snail's pace with which this part of the Eco Town is progressing. We hope we are now in the position where we are beginning to move forward and we very much hope that by this time next year we will be happily ensconced in our new premises.

At present our staff use this stretch of road to park so that our clients can have unfettered use of the car park on our premises. This is important because:

- Clients often have elderly/sick pets or are carrying cat basket and need very close access to the surgery.
- We can much better control the parking of our team. Clients can not be relied upon to park considerately or even in accordance with the law. By ensuring there is enough room on our premises by limiting team parking, reduced inconvenience to our neighbours can be ensured.
- Our team will only move their cars once a day thereby reducing the comings and goings outside our neighbours houses.
- It allows our own delivery vans sufficient access to our car park so that they are not parking outside our neighbours properties causing inconvenience and at times, distress.

We could ask our team to park elsewhere in order to maintain the status quo, however, we have the following concerns:

- Many of our team travel a long way to come to work. Some travel in excess of 30 miles per day each way. If they could not very park close to the surgery it will make them less inclined to stay employed with us. It would also make recruitment very difficult for us as on-site staff parking is a huge draw when recruiting.
- We have advocated car sharing schemes and salary sacrifice schemes to enable local team members to cycle to work.
- Whilst we can ask our team to park away from our local residents, inevitably they will park outside someone else's house and cause them inconvenience. By parking on this stretch of road, they are responsibly parked and not blocking anyone's drive inadvertently etc.

We are extremely grateful to the residents of Browning Drive who have watched us grow over the years. We have tried to respect their property and the road outside their houses at all times. We have reacted to complaints regarding parking straight away and we hope to maintain this relationship, however, we fear that relationships with our neighbours will suffer as a result of these plans.

Hart Vets has already been contacted by a number of residents who are concerned that the addition of the yellow lines along Browning Drive will mean that clients and indeed our team will end up parking out side their houses,

	<p>blocking their drive ways and generally causing a nuisance. We have temporarily allayed their fears by reassuring them that we would be objecting strenuously to this section of the proposed parking restrictions.</p> <p>So we hope that you can see we are in a very difficult situation. We are desperate to move premises and leave the good people of Browning Drive in peace with the decrease in traffic flow. If we may make the following suggestions for you to consider:</p> <ul style="list-style-type: none"> <li>• Please reduce the length of the double yellow lines on the south east side of the Kingsley Road/Browning Drive junction as shown by the distance represented by the hatched area in the diagram attached, albeit temporarily.</li> <li>• Please wait to enforce these parking regulations for a year to give us the time we need to move premises.</li> <li>• Please wait to enforce these regulations to give us time to find a solution for the staff parking – not an insignificant task.</li> <li>• Perhaps you could assist by chasing up the planners of the Eco Town and ask them the progress all applications for this site as a matter of urgency. We have been very patient and now feel that we are being punished for something beyond our control and it is a the source of a great deal of angst. We could then move much sooner and the parking problem completely alleviated.</li> </ul> <p>We do hope that you will consider our objection to this part of your plan. It will significantly affect our business through no fault of our own.</p>
(30) Local Resident, (Bicester)	<p><b>Object – <u>Browning Drive</u></b> - As residents of Browning Drive, we are writing to express our considerable concern on the proposal to impose parking restrictions in the close vicinity of our address.</p> <p>This will have the consequence of moving what at the absolute most is presently a minor inconvenience from a non-residential area to being a major traffic problem in the middle of a residential zone. Both my wife and I are registered disabled. We rely heavily on the care of others who we require to have ready access to our property. The proposed restrictions will make that access impossible.</p> <p>We strongly object to this imposition that seems to have been given far too little thought and consideration.</p>
(69) Local Resident, (Bicester)	<p><b>Concerns – <u>All Roads</u></b> – some views:</p> <p>a. The situation hasn't much changed since the double yellow lines were put down.</p>

	<p>There is just lesser areas for locals to park than before.</p> <p>b. Commuters going to the station still use these roads were they can, it saves them £8.00 a day doesn't it?. If you came down this area in the week there are cars everywhere, all up Blake Rd, Brashfield Road and Woodfield Road.. At weekends it's not too bad. At the moment in Blake Road there is less demand for spaces, but I'm sure that will not last.</p> <p>c. I heard that the emergency services complained they couldn't get through the western end of Blake Road, between Taylor Close and Brashfield Road, not sure if that is correct, but.....the lorries coming from the Co-op don't seem to have much of a problem.</p> <p>d. One of the emails from Ben Smith indicated that a permit scheme wasn't feasible due to low resources, but Cedar Drive seems to manage ok.</p> <p>e. Before the yellow line were put in place we all muddled through ok around here. We all had our "unofficial" space and we could have visitors and workmen around with no real issues. These yellow line have just created more problems for us who have to live here.</p> <p>f. I believe that, unless you know something I don't, having no yellow lines made for a more harmonious neighbourhood....and I've been here thirty-three years.</p>
(74) Local Resident, (Bicester)	<b>Support - <u>All Roads</u></b> - No comments on the proposals already made.
(75) Resident, (Didcot)	<b>Support - <u>All Roads</u></b> - These restrictions do not directly affect our current 250 bus service in Bicester however we are supportive of the principle and thank you for consulting us.
(117) Local Resident, (Bicester)	<p><b>Support - <u>Browning Drive</u></b> – I very much welcome that something is being proposed re the current parking in Kingsley Road and Browning Drive. I live on Browning Drive, we sometimes have great difficulty navigating this area as with all the parked cars you just cannot see if anything is coming towards you when you pull out to go down the road. This is also a bus route with a stop in the middle.</p> <p>I feel much of the problem is caused by 2 and sometimes 3 DPD vans, plus and a green mini which are always parked</p>

	<p>in the lay-by or in Browning Drive. I believe the owners live in flats above the shops, but these vehicles are rarely parked behind the actual shops in the spaces provided. These vans are long and take up potentially two car parking spaces each, they are a nuisance and sometimes they also park half on the pavement all of this restricts everyone's views. This area is an accident waiting to happen.</p> <p>However, I feel the other biggest cause of traffic congestion is the vets. This building was originally a residential bungalow before permission was granted for it to be changed into a commercial premise. As a resident at this time we were told that permission was being granted for it to be changed from residential to commercial 'as long as this didn't cause any disruption to the surrounding residences. This is no longer the case. The number of appointments, Pet training courses and facilities that are now held there have increased and this facility has outgrown this site and it just seems to continue to expand. Clients struggle to park in the limited car parking spaces offered at the facility, so they park in the road. Many don't even bother to see if there is a space available, they just park in the road. I have been told that their staff can't park in there and that their employers the vets, say they must park in the road.</p> <p>If double yellow lines are put along Browning Drive as far as the Bunyan Road junction then what is going to happen to the cars and DPD vans that currently park there.? What will happen is that all these vehicles will then have to park further along into Browning Drive. This means that we will have cars permanently packed outside our property or opposite making it hard to get onto our drive. It seems to me the problem will be moved further along Browning Drive causing myself and my family difficulty accessing our property.</p> <p>Can you confirm that these measures will not just move the congestion further down Browning Drive causing access problems for those of us living there?</p>
(124) Local Resident, (Bicester)	<p><b>Support - <u>Browning Drive</u></b> – I feel relieved about the proposed DYs on Browning Drive/ Bunyan Road junction which has become difficult for navigate into and out of Bunyan Road where I live, due to cars parked outside and up to Kingsley Road for the Veterinary Clinic on Browning Drive. Two or three courier vans DFD also often park there or in the lay-by overnight too.</p> <p>I notice their traffic cones around the kerbs and grass verges at the moment, so when the DYs are painted on Kingsley Road where will the delivery lorries park to deliver to the Co-op store there. A delivery lorry was parked on Bunyan Road yesterday for some time and it does pose the question as to where it will push the vehicles to.</p> <p>The bus route goes along Bunyan Road and onto Kingsley Road on its way to Bicester. Hopefully this will continue to serve the same route as several older people and others do depend on the service.</p>

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Division(s): Banbury Calthorpe; Bloxham and Easington
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **BANBURY – EASINGTON AREA: PROPOSED ENVIRONMENTAL WEIGHT LIMIT & PROPOSED RAISED JUNCTION TABLE WITH ZEBRA CROSSING AT SPRINGFIELD AVENUE JUNCTION WITH HORTON VIEW & RUSKIN ROAD**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the proposed 7.5 tonne environmental weight limit in the Easington area of Banbury and proposed raised junction table with zebra crossing at the Springfield Avenue junction with Horton View and Ruskin Road as advertised.

#### **Executive summary**

2. Environmental weight limits and provision of pedestrian crossings and traffic calming measures are reviewed when there are changes to the road layout because of development, when requested by local councils because of road safety concerns, as part of the on-going monitoring of reports on road accidents and also as part of the on-going review of the maintenance and condition of existing highway assets. Specific proposals are assessed applying national guidance on speed limits and the provision of pedestrian and cycle crossings and also the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

#### **Introduction**

3. This report presents responses received to a statutory consultation introduce a 7.5 tonne environmental weight limit in the Easington area of Banbury and raised junction table with zebra crossing at the Springfield Avenue junction with Horton View and Ruskin Road.

#### **Background**

4. The above proposals as shown at Annexes 1 & 2 have been put forward as a result of conversations between the local County Councillor and residents. Firstly to improve road safety and the feeling of security in the vicinity of the two schools on Springfield Avenue (there are a large number of children that travel through this area and a large number of older, vulnerable residents) and secondly to prevent the existing problems of HGVs rat-running through

this area, including those from two existing construction sites at opposite sides of the proposed restriction, which are only likely to be exacerbated when a third site opens to the south.

## Consultation

5. Formal consultation on the proposal was carried out between 21 May and 19 June 2020. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Banbury Town Council, Cherwell District Council and local County Councillors. Street notices were placed on site, adjacent to the proposals, whilst letters were also sent directly to 930 properties in the area.
6. 27 responses were received and summarised in the table below:

Proposal	Object	Support	Concerns	Neither
Weight Limit	3 (11%)	19 (70%)	1	4
Traffic Calming & Crossing	2 (7%)	19 (70%)	4	2

7. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

## Response to objections and other comments

8. Thames Valley Police objected to the weight limit proposals. The principal objection is the absence of advance warning signage in the proposal and the failure of OCC to forward these for prior inspection. The failure to provide examples of the signage is regretted but the budget for the scheme does allow for their inclusion and they will be installed as part of the project. It is hoped this will overcome some of TVP's objections. They also mentioned seeing no evidence of HGVs using the roads but this could be because the consultation was scheduled during the recent COVID-19 "lockdown" period, at a time when traffic in general and construction traffic, in particular, was much lower than at normal times.
9. Other objections to the weight limit centred on the likelihood of the scheme achieving the benefits expected, lack of enforcement and the absence of a diversion along Oxford Road. As with all schemes, success can realistically only be measured following implementation. Anecdotal evidence from residents suggests there is an existing problem and officers feel this is only likely to worsen as further construction sites open in the area. This scheme is specifically designed to encourage HGV traffic to use Oxford Road in preference to the estate roads.
10. Trading Standards were consulted and confirmed that this scheme will receive the same level of enforcement as others in the county.



11. Objections to the speed table and additional crossing mentioned the lack of observation of the existing crossing by drivers and the presence of a driveway adjacent to the proposed location of the new crossing. A separate project is currently underway to install Flashing Amber Lights (“20 mph at school times”) either side of the proposed table, funded by the local County Councillor, which will reinforce the need to drive slowly. The location of the driveway was noted at the time of officers’ site visit and will be taken carefully into account when the design is finalised.
12. Concerns were expressed by some respondents who mentioned other safety issues not directly related to this site, in particular the junction of Springfield Avenue and Bloxham Road, which is around 250m to the north. The operation of this junction is currently being studied on our behalf by a consultant and their report is expected in the very near future. Funding towards this improvement has been agreed with developers, but there may be a gap in the budget required.
13. A further concern was raised by a blind respondent, who would prefer “pelican” crossings. Funding at this stage does not extend to this but may be possible in the future.

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

14. The proposals are consistent with the effective management of highway structures.

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

15. Funding for the proposed measures has been provided by the Oxfordshire County Council capital budget.

### **Equalities implications**




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

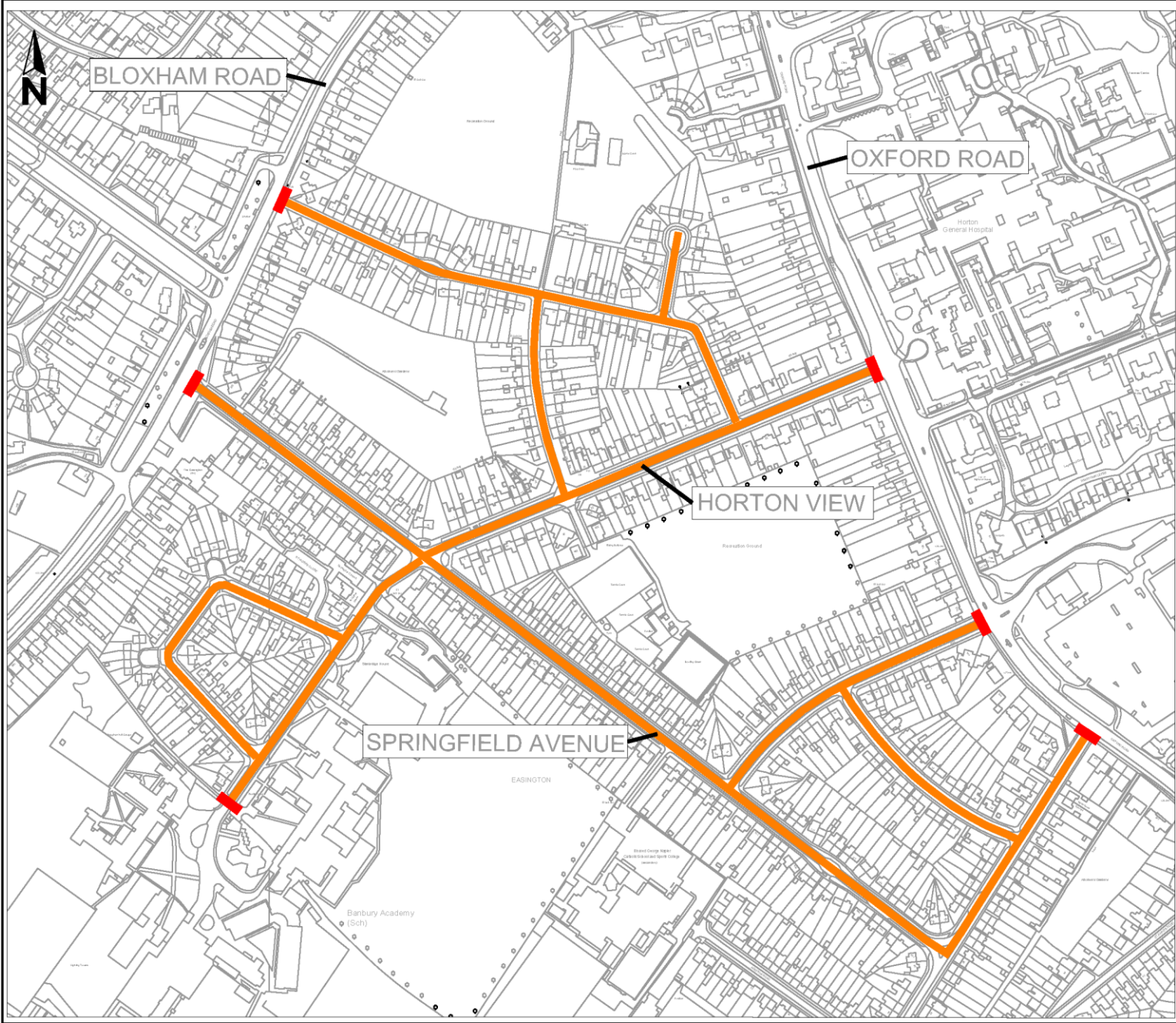
JASON RUSSELL  
Interim Director of Community Operations

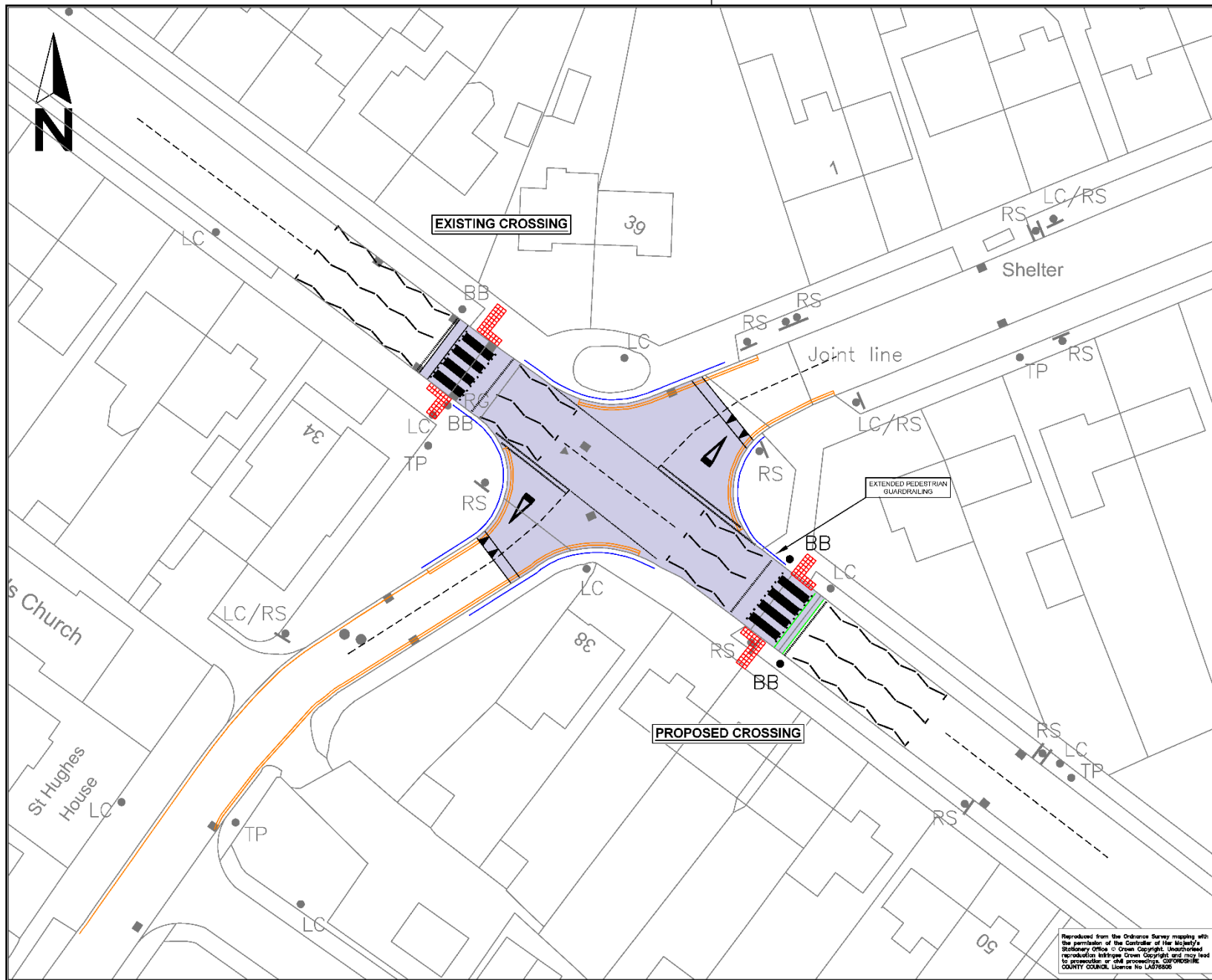
Background papers:      Plan of proposed environmental weight limit, raised  
   junction table and zebra crossing  
   Consultation responses






Contact Officers:          Hugh Potter 07766 998704  
   Ian Connick 07795 061451

July 2020

Drawing No.		Revision 0			
<b>Key</b>					
		Entrance to Proposed Weight Restriction Zone			
		Proposed Environmental Weight Limit			
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div><b>OXFORDSHIRE COUNTY COUNCIL</b></div> <div>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</div>					
Project title					
ENVIRONMENTAL WEIGHT LIMITS					
Drawing title					
BANBURY					
Drawing Status					
Scale @ A3	Drawn by	JaC	Checked by	Approved by	
N.T.S.	Date drawn	04/20	Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.		Revision 0			





Drawing No. CDC - HVSArj - GA		Revision	-		
<div>NOTES</div> <div>1. DESIGN IN ACCORDANCE WITH DIT "LOCAL TRANSPORT NOTE 1:07 TRAFFIC CALMING".</div> <div>2. ALL ROAD MARKINGS TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.</div>					
<div>KEY</div> <div><div></div><div>75mm raised junction</div></div> <div><div></div><div>Existing/proposed tactile paving</div></div> <div><div></div><div>Existing no waiting markings</div></div> <div><div></div><div>Pedestrian guardrail</div></div>					
No.	Date	Purpose of revision	Drawn	Checked	Approved
<div> OXFORDSHIRE COUNTY COUNCIL</div> <div>Project No. HORTON VIEW/SPRINGFIELD AVENUE</div> <div>PROPOSED RAISED JUNCTION &amp; ZEBRA CROSSING</div> <div>Drawing No. GENERAL ARRANGEMENT</div>					
<div>Drawing Status PRELIMINARY DESIGN</div> <div>Scale @ A1 N.T.S.</div> <div>Drawn by CWJ</div> <div>Checked by -</div> <div>Approved by MW</div> <div>Date drawn APRIL 2020</div> <div>Date approved APRIL 2020</div> <div>Oxbridge Project No &amp; Title XXXX</div> <div>Drawing No. CDC - HVSArj - GA</div> <div>Revision</div>					

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Weight Limit – <b>Object</b> Traffic Calming &amp; Crossing – <b>No objection</b></p> <p>I have visited the location and spoken to residents and recognise the road network and potential for large goods vehicle to cut through for the A361 but on my site visits saw no evidence of the problem, and none have come to the Police as complaints to my knowledge. I have requested more evidence for the Highway Authority which in the context of new developments in the area could generate increased traffic including HGVs. In those circumstances I would expect the Highway Authority with Planning Authority to impose strict routing conditions which can then be effectively enforced by those authorities.</p> <p>An existing weight limit has been in place just outside the bounds of this from the A361 towards Orchard Ave and Woodgreen area which are not considered effective by some locally and have fallen into disrepute? Can the Highway Authority offer any evidence of effectiveness of these measures and also if OCC Trading Standards will be actively monitoring towards the authority's own enforcement as it a priority for them but not Police?</p> <p>Police policy is generally to not enforce environmental weight limits where road safety is not a direct factor, although we do accept that the presence of the Schools in the area offer some justification for measures which in any event would be ad hoc random and a low priority in the circumstances for us.</p> <p>I did request some firm information as to advanced direction/information signs which I have not received?! These are crucial for drivers of large vehicle to allow distant safe decisions rather than late slowing or attempting a turn at the gateway which could be hazardous.</p> <p>Thames Valley Police formally object to the proposal due to the mandatory signs at the junctions only, these being approached from busy main roads without advanced information and warning signs which have been requested by Police which could generate road safety situations with large goods vehicles stopping/turning in the junction areas.</p>

(2) Banbury Town Council	<p>Weight Limit – <b>Support</b>  Traffic Calming &amp; Crossing – <b>Support</b></p> <p>have checked with the Ward Cllrs and Chairman of Banbury Traffic Advisory Committee, along with our Planning Officer, and there seems to be general support for this scheme.</p>
(3) Local County Cllr, (Bloxham & Easington Division)	<p>Weight Limit – <b>Support</b>  Traffic Calming &amp; Crossing – <b>Support</b></p> <p><i>No comments.</i></p>
(4) Local County Cllr, (Banbury Calthorpe Division)	<p>Weight Limit – <b>Support</b>  Traffic Calming &amp; Crossing – <b>Support</b></p> <p><i>No comments.</i></p>
(5) Cherwell District Council, (General Developments Planning)	<p>Weight Limit – <b>No objection</b>  Traffic Calming &amp; Crossing – <b>No objection</b></p> <p><i>No comments.</i></p>
(6) Local Town Cllr, (Easington North Ward)	<p>Weight Limit – <b>Support</b>  Traffic Calming &amp; Crossing – <b>Support</b></p> <p>I will support you all the way for the 7.5 tonne weight limit for old Easington and a new crossing for the students and elderly residents of Stanbridge House.</p>

(7) Local Resident, (Banbury)	<p>Weight Limit – <b>Object</b> Traffic Calming &amp; Crossing – <b>Object</b></p> <p>I write to object to this proposal on the basis that the proposals will not produce the benefits sought. However there is no dispute that the traffic calming and reduction measures already applied to this area of Banbury have not produced the improvement expected. It is therefore surprising that 'more of the same' is now being proposed.</p> <p>There is no evidence, yet, that penetration by HGV vehicles serving nearby, new housing developments are using Sycamore Drive, Timms Road and Springfield Avenue as an alternative to the Oxford Road - although it is a possible future scenario.</p> <p>The extension of the existing weight restriction will not, I consider, make the route less attractive to drivers seeking to save time and avoid congestion - the only things that will do that would be better enforcement of the present measures (unlikely with current police resources) or self-enforcing measures.</p> <p>The latter could be effective but probably bring forth cries of protest from residents - especially those who vociferously advocate 'pouring good money after bad'.</p> <p>Will a second pedestrian crossing close to the existing one at Horton View / Ruskin Ave be any more of a deterrent than the existing one just north of that junction? I would suggest unlikely.</p> <p>The situation at that junction is exacerbated by the 'snack and confectionery' shop on the south-west corner (which is very popular with students and only open at assembly and dispersal times)) and the existence of a 'table' at this point encourages young people to believe that it is an authorised crossing (which it isn't) and then to make risky road crossing. How there have not been more injuries at that point is amazing.</p> <p>Better student discipline at this location could be achieved by:-</p> <ul style="list-style-type: none"> <li>a) the schools providing supervision at assembly and dispersal times,</li> <li>b) remove the 'table' at this point (or convert it to a 'hump') and extend the guardrails on the east side of Springfield Ave. as far as possible towards the south-bound bus stop and,</li> <li>c) convert the existing zebra crossing north of the junction to a Toucan.</li> </ul> <p>The latter would provide motorists with a visual warning of the crossing location and impose some control over the current careless use by students, both on foot and cycle.</p>
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	<p>It would also imbue elderly residents of Stanbridge Ho., and elsewhere, with confidence to use this crossing point instead of crossing randomly, as now.</p> <p>Whilst the use of the zebra crossing near the BGN entrance is better, it could be 'tabled', as elsewhere thus providing a more effective speed limiting measure and / or converted it to a Toucan ( also as at other schools in the area where there is significant bicycle use).</p> <p>I offer these suggestions as alternatives to those proposed but would also comment that improvements to dwellings in the area are quite frequent and local builders and merchants use three and four axle vehicles for deliveries etc., and I believe these will not be permitted under the weight restriction Order. How will these operate in future with restrictions extend to the whole estate? Presently as there is virtually no enforcement, the restrictions are generally ignored.</p>
(8) Local Resident, (Banbury)	<p>Weight Limit - <b>Object</b></p> <p>I can understand why the residents want to reduce weighted vehicles on the roads where they reside. I live on the Bloxham Road in the Easington area and the amount of weighted vehicles we have passing very close to our house is continuous. The house often shakes as they pass and now has cracks and problems due the amount of traffic on the A361 passing by.</p> <p>I think we need to work out a diversion along the Oxford Road that will make it easier for all residents.</p> <p>Thank you for your time.</p> <p>Traffic Calming &amp; Crossing - <b>Support</b></p> <p>Definitely needed during school time as it is very dangerous when children just run across the amongst oncoming vehicles.</p>
(9) Local Resident, (Banbury)	<p>Weight Limit – <b>Support</b> (<i>No comments</i>)</p> <p>Traffic Calming &amp; Crossing - <b>Object</b></p> <p>We live at 40 Springfield Avenue. We are objecting to this proposed Zebra crossing because of the extreme access issues this will cause our household. We already have huge problems getting on and off of our drive because of the</p>



	<p>position of the house in regard to the already extremely busy road and the existing cross-road to the side of our house. There are occasions where we simply cannot attempt to get off of our drive particularly around School times where you have very heavy traffic and two Schools feeding children into their respective entrances making it virtually impossible for us to attempt to get off of our drive. Even outside of School times the view of Springfield Avenue traffic flow is extremely restricted due to the trees that are growing near to the edge of the pavement and carriageway, this has already caused us several near misses with traffic that constantly speeds excessively down the Avenue despite the traffic calming measures already in place.</p> <p>The added issue is that the crossroads in even moderately busy periods backup due to vehicles turning left and right at these crossroads blocking any chance of us getting off of our drive, couple that with the already existing zebra crossing and the access problems for us are undeniable. We therefore request a site visit at your earliest convenience (obviously with COVID there won't be a true reflection of the chaos with the children not in School and the sweet shop next door to us being currently closed).</p> <p>We would very much like the person making the site visit to park on our drive so that they can experience some of the difficulty we experience on a daily basis. For this crossing to be placed where you are proposing it to be will only lead to a complete bottle neck in already unsafe situation.</p> <p>Also, to access my drive I will be reversing either onto or off of a live zebra crossing at least four times a day, surely this is extremely unsafe and can easily be seen to be so when we have a site visit. We believe very strongly that you will agree with the problems we have explained here. There may be some argument for a crossing somewhere further down towards BGN School but not into an already extremely congested area. I understand what you are trying to do as far as making a very busy area safer but I fear if you continue with this proposal, you will only make an already difficult situation fraught with potential risks and at worse danger. Finally, we have lived here 11 years and the traffic situation has got worse and worse especially with the new housing at Longford Park and Bloxham Road developments who use Springfield Avenue as cut through and rat run, there needs to be a mobile Police camera set up or similar to control the speed of vehicles using Springfield Avenue as at any time of day there is always very excessive speeding.</p> <p>We have elderly neighbours each side (who do not have access to the internet) have expressed real concern over your proposal but obviously you would need to speak to the directly which you can do if you agree to a site visit.</p>
(10) Local Resident, (Banbury)	Weight Limit – <b>Support</b> ( <i>No comments</i> )



	<p><b>Traffic Calming &amp; Crossing - Concerns</b></p> <p>As a resident of Wykham Place, I agree that we need some sort of traffic calming feature at the junction of Horton View and Springfield Avenue.</p> <p>But I do not believe that the raised junction table will accomplish your objectives. In my view, no raised road features have any effect whatsoever on drivers who wish to exceed the speed limits. We also need something to deter drivers from using Springfield Avenue as a "rat run" to evade the traffic on Oxford Road.</p> <p>I would much prefer a mini-roundabout, with priority given to drivers emerging from Ruskin Road, together with a 20 mph speed limit for the whole of Springfield Avenue, and a camera to monitor compliance with the regulations.</p> <p>The additional zebra crossing could be a logical addition although, in my experience, the existing zebra crossings at Springfield Avenue and Horton View should be sufficient. The zebra crossing just north of the junction of Springfield Avenue and Farmfield Road would also be more helpful if the drivers bothered to comply with it.</p> <p>On another matter, I would also propose that the police should patrol Ruskin Road more frequently to enforce the recent changes to the parking regulations. I once complained about the parents who block my driveway when collecting/dropping off their children at Banbury Academy. There has been no improvement to this situation.</p>
(11) Local Resident, (Banbury)	<p><b>Weight Limit – Concerns</b> <b>Traffic Calming &amp; Crossing – Concerns</b></p> <p>Regarding the 7.5-tonne weight restriction – not too clear exactly how the C.C. plans to implement this Order? (hopefully not with bright red street furniture? (in any event I don't think a Trucker would even get into Easington Road – let alone through it.. although!</p> <p>IF I were a C.C. Planner examining this area, the first thing I would do is construct a Roundabout on Bloxham Road at the Springfield Avenue junction (enough land available (although we'd lose one or two lovely trees!)) which would aid car-users at 'congestion times', and also help maintain traffic-flow on Springfield, rather than building more 'tables' / pedestrian crossings in Springfield., because I envisage carrying out that plan will do nothing at all to aid the flow..</p> <p>(I suggest what we have is ample - and further educate the schoolchildren to USE WHAT'S THERE, not wander</p>

	<p>about in 2's and 3's and dare drivers not to stop for them!...</p> <p>(I KNOW this isn't 'Easington' – but never understood WHY Bankside wasn't widened and made a dual-carriageway a couple of years ago before allowing houses to be built right up to the fence?)</p>
(12) Local Resident, (Banbury)	<p>Weight Limit – <b>No objection</b> Traffic Calming &amp; Crossing – <b>Concerns</b></p> <p>With reference to road safety in Springfield Avenue Banbury I am not sure where you intend to put the new crossings all the traffic calming there are two crossings at present one at the side of Horton View and the further one opposite outside the BJ School. I am a blind person who uses a guide dog using Springfield Avenue on a regular basis and would feel safer if they were turned into pelican crossings with a knurled button under the push button as this road gets very busy with lorries and cars especially in the morning and afternoon I would ask you to take special notice when the contractors have to close the pavement that they leave a walkway with a barrier jutting into the road so that I can pass safely because this is a big problem in Banbury many of the contractors seem to get away with just blocking the pavement off leaving me no other alternative but to step in the road waving my arm hoping the cars will be courteous and give way to me but most of the time they don't then Tooting their horns</p>
(13) Local Resident, (Banbury)	<p>Weight Limit – <b>No objection</b> Traffic Calming &amp; Crossing – <b>Concerns</b></p> <p>I'd like to start by saying thank you, for addressing safety concerns in our Avenue. Considering the large number of school children in the vicinity this is a very sensible move.</p> <p>May I ask if a roundabout has been considered at the junction of Springfield Avenue and the Bloxham road (A361) as this would resolve multiple issues.</p> <p>Firstly, the junction in its present design is poorly conceived and dangerous and also causes long tailbacks on Springfield Avenue.</p> <p>Secondly, a roundabout would slow down traffic flow on the A361 in an area with 2 zebra crossings, which would make sense.</p>

	<p>Thirdly, it would give an opportunity to widen the footpaths and improve the immediate area for walkers and cyclists.</p> <p>And finally it would improve the flow off of Queensway on to the A361. All big wins I think.</p>
(14) Local Resident, (Banbury)	<p>Weight Limit – <b>Support</b> (<i>No comments</i>) Traffic Calming &amp; Crossing - <b>Support</b></p> <p>I live in Springfield Avenue and the whole road needs traffic-calming,. the speed that cars, vans, lorries and motorbikes take along this road is horrendous. it needs either a speed camera or at least a flashing speed indicator. the roads humps are a waste of time. i am convinced that someone will die along this road. action needs taking ASAP, so i fully support the actions you are taking, but you need to do more along the whole avenue.</p>
(15) Local Resident, (Banbury)	<p>Weight Limit - <b>Support</b></p> <p>The weight limit proposal I support fully as Springfield Avenue is used as a cut through by most so to limit large vehicles will help cut down the traffic. Also more cars are parking on the road either side making it a narrow road at times which means larger vehicles could struggle fitting down road.</p> <p>Traffic Calming &amp; Crossing - <b>Support</b></p> <p>The new crossing I support as school children use that side to cross the road when entering and leaving school and don't pay much attention to traffic so a crossing there will help minimise the risk of an accident. Only concern with this crossing is that having two zebra crossing close together could mean a build-up of cars on the junction blocking the junction of Horton view/Ruskin Road for some time especially at end of school day when there is a constant stream of pupils leaving school.</p> <p>The new proposed crossing takes away some road parking right outside some houses so will parking on the zig zag lines be enforced</p>
(16) Local Resident, (Banbury)	<p>Weight Limit – <b>Support</b> (<i>No comments</i>) Traffic Calming &amp; Crossing - <b>Support</b></p>

	<p>Whilst I believe this is a very good idea. Can the council also consider the drainage issues on the road that already exist during wet weather and i am concerned this may get worse, due to drainage coming off the raised junction? Several houses in this area have their property entrances flooded during rainy spells, which causes huge slip risks and issues for safely entering and leaving properties in vehicles, especially in the winter months, to the point it even spreads onto the pedestrian pavements.</p>
(17) Local Resident, (Banbury)	<p>Weight Limit - <b>Support</b></p> <p>It also needs to include a reduced speed limit, you can reduce heavy goods vehicles but its cars and motorbikes who also use the roads as a shortcut and a race track. It should also be considered making St Georges Crescent a one way system, cars mount the pavements to pass one another, this is the main thoroughfare for children and parents getting to Harriers School and children going to Wykham Park Academy.</p> <p>Traffic Calming &amp; Crossing - <b>Support</b></p> <p>Again, a reduced speed limit. I'm not sure 2 zebra crossings are actually needed on Springfield Avenue, maybe consider one on Horton View. Parents of children attending Harriers are encouraged to park at Horton View sports ground to relieve the congestion on the Bloxham Road but many won't as crossing Horton View at peak times is too dangerous.</p>
(18) Local Resident, (Banbury)	<p>Weight Limit – <b>Support</b> (<i>No comments</i>) Traffic Calming &amp; Crossing – <b>Support</b> (<i>No comments</i>)</p>
(19) Local Resident, (Banbury)	<p>Weight Limit - <b>Support</b></p> <p>I've lived on Grange Road for 7 years now and the number of large vehicles that use the road has grown significantly - this weekend alone Thames Water Trucks have been continuously using the road and there aren't any housing estates/floods off this or nearby roads!!! Simply a shortcut!!</p> <p>Whilst I appreciate school buses also need to reach the school, the entire junction, curb side and road itself of Grange Road has been ruined over the years by all large vehicles - maybe the buses could use the larger junctions that are available instead as well?!?! </p>

	<p>If you are restricting large vehicles, then something still needs to be done for the speeding vehicles using Grange Road as a short cut.</p> <p>Will anything be done to repair the damage to the road/area at all as well? I did write to Oxfordshire County Council before but they declined!!</p> <p>Traffic Calming &amp; Crossing - <b>Support</b></p> <p>Similar to Grange Road, anything to slow down speeding drivers on a shortcut is a good thing. Anything about width restrictions?</p>
(20) Local Resident, (Banbury)	<p>Weight Limit - <b>Support</b></p> <p>Springfield Avenue is a race-track for vehicles including lorries. It gets very blocked up with school buses and parents dropping and picking up children.</p> <p>So the reduction of heavy vehicles would be welcome to keep people safe at busy times and reduce the load that travels through this street.</p> <p>Traffic Calming &amp; Crossing - <b>Support</b></p> <p>If the traffice can be reduced or slowed down along this road it would help greatly.</p>
(21) Local Resident, (Banbury)	<p>Weight Limit – <b>No objection</b></p> <p>Traffic Calming &amp; Crossing – <b>Support</b></p> <p>I live in Springfield Avenue and the whole road needs traffic calming, not just where you are suggesting the speed that cars, vans, lorries and motorbikes take along this road is horrendous. it needs either a speed camera or at least a flashing speed indicator. the roads humps are a waste of time. i am convinced that someone will die along this road. action needs taking ASAP, so i fully support the actions you are taking, but you need to do more along the whole avenue.</p>

(22) Local Resident, (Banbury)	<p>Weight Limit – <b>Support</b> Traffic Calming &amp; Crossing – <b>Support</b></p> <p>We think that they are an excellent idea. Could we also suggest a 20mph speed limit on Springfield Avenue as the bumps do not seem to deter some cars still flying in between. This would be good for the schools too.</p> <p>We would like to suggest calming traffic measures in Farmfield Road too, whether in the form of bumps or speed limit to 20mph or other suitable means. We find that traffic may be relatively calmer within Springfield Avenue, but as soon as they turn into Farmfield Road, the speed increases substantially as vehicles are free of bumps. Traffic often comes so fast that we cannot see it coming as even when it looks clear at the junction, vehicles accelerate too quickly and are upon us before we can fully pull out safely.</p> <p>This means that we have had several near misses coming out of our drives. Some residents, in order to slow down the through traffic, are parking various vehicles at strategic points to slow down this Rat Race, but that makes it even more dangerous as we cannot always see what is coming, or manoeuvre easily in and out of our drives.</p>
(23) Local Resident, (Banbury)	<p>Weight Limit – <b>Support</b> Traffic Calming &amp; Crossing – <b>Support</b></p> <p>I'm in favour of these proposals.</p>
(24) Local Resident, (Banbury)	<p>Weight Limit – <b>Support</b> Traffic Calming &amp; Crossing – <b>Support</b></p> <p>I fully support the proposals for the subject measures.</p> <p>I would like to also bring to your attention the complex junction of the A361 with Springfield Avenue and Queensway. This a busy set of turning points especially at peak commuting and school times. The zebra crossing handles a large number of vulnerable pedestrians including elderly and hundreds of kids. Although the configuration of the junctions creates a natural traffic calming effect, the road markings to the junction and filter lanes and the crossing itself are badly in need of repainting in order to encourage appropriate behaviour from vehicle drivers. Added measures to reduce traffic speed off peak might include a speed marking and hazard markings set back from the zebra crossing.</p>

	Perhaps you could give that consideration and bring that to a priority at some point.
(25) Local Resident, (Banbury)	<p>Weight Limit – <b>Support</b> Traffic Calming &amp; Crossing – <b>Support</b></p> <p>Having lived here for 45 years, I feel I am in a position to comment! Vehicle weight limit would be good, it could help prevent some of the damage in the roads in the area.</p> <p>Another crossing would be good for the residents, I guess. The majority of the schoolchildren across where they want to as they always have done.</p> <p>The Avenue has always been used as a rat run. The introduction of speed humps helps considerably. The noise incurred by driving too fast over her speed hump and scraping paint of the car's undercarriage, usually encourages the drivers to slacker speed.</p> <p>More or increased speed humps will not count the traffic problem on the Avenue. But the provision of a roundabout or even better, a set of traffic lights at the junction of the Avenue and the Bloxham Road, would probably do a great deal to help solve the problem.</p>
(26) Local Resident, (Banbury)	<p>Weight Limit – <b>Support</b> Traffic Calming &amp; Crossing – <b>Support</b></p> <p>I quickly write to confirm my support of the proposals to limit the Weight Limit &amp; Traffic Calming &amp; Zebra Crossing at the Junction of Horton View &amp; Springfield Avenue.</p>
(27) Resident, (Oxford)	<p>Weight Limit – <b>Support</b> (<i>No comments</i>) Traffic Calming &amp; Crossing – <b>Support</b> (<i>No comments</i>)</p>

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Division(s): N/A
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **CHERWELL & WEST OXFORDSHIRE DISTRICTS - VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Bridge Street Banbury; Bretch Hill, Banbury; Cheviot Way, Banbury; Evenlode Drive, Bicester; New Street, Deddington - noting this DPPP is to be an informal rather than statutory DPPP; The Paddocks, Deddington; Wadards Meadow, Witney; Leys Close, Wroxton.

But to defer approval of the proposals at the following locations pending further investigations: Angus Place, Banbury; Ribston Close, Banbury; Blake Road, Bicester; Walterbush Road, Chipping Norton; High Street, Hook Norton.

#### **Executive summary**

2. Provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

#### **Introduction**

3. This report presents objections received to a statutory consultation on proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the Cherwell and West Oxfordshire districts.

#### **Background**

4. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. Annex 1 to Annex 12 provide plans of the locations for which objections have been received or concerns raised.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 3 March and 10 April 2020. Notices were placed in the Banbury Guardian, Bicester Advertiser and Witney gazette newspapers and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance

service, Cherwell District Council, West Oxfordshire District Council, relevant parish councils and local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.

6. Thames Valley Police and Cherwell District Council have not objected.
7. Twenty-six responses were received from members of the public during the course of the consultation These are summarised in the tables below:

<b>Town</b>	<b>Location</b>	<b>Support</b>	<b>Object</b>	<b>Concerns</b>
Bampton	Bridge Street			1
Banbury	Angus Close		4	2
	Bretch Hill	1		
	Cheviot Way			1
	Ribston Close		1	
Bicester	Blake Road		1	1
	Evenlode Drive			1
Chipping Norton	Walterbush Road		2	
Deddington	New Street			1
	The Paddocks		2	1
Hook Norton	High Street		2	3
Witney	Wadards Meadow			1
Wroxton	Leys Close		1	

8. The responses are recorded at Annex 13 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

9. Comments and recommendations are provided in response to the concerns and objections are given at Annex 13 in respect of each of the proposed site in the following paragraphs.

#### **Bampton – Bridge Street – proposed DPPP**

10. While noting the concern expressed over this proposed DPPP, there is insufficient off-road driveway width to unload the applicant concerned near their gate, which is hard up against the driveway. It is recommended to approve this DPPP also noting that an informal space has been there for a while.

#### **Banbury – Angus Close – proposed DPPP**

11. In view of the six objections it is recommended to defer approval of this DPPP pending further investigation.

**Banbury – Bretch Hill – proposed DPPP**

12. One expression of support received.

**Banbury – Cheviot Way – proposed DPPP**

13. The concerns raised have been taken into account and it has been agreed with the applicant precisely where the bay would go so as not to adversely impact on other parking.

**Banbury – Ribston Close – proposed DPPP**

14. One objection has been received; the proposed location is not ideal for the type of vehicle but there are no other options. Their off-road parking is not suitable for loading/unloading motorised wheelchairs so the applicant has no option but to do so in the turning space. It is recommended to allow the current informal loading arrangements to continue rather than to provide a formal DPPP.

**Bicester – Blake Road – proposed DPPP**

15. One objection and two concerns received. It is recommended to defer as the applicant appears to have moved away.

**Bicester – Evenlode Drive – proposed DPPP**

16. One concern received. The suggestion made in respect of parking arrangements in Colne Close are the responsibility of Cherwell District Council as it is not highway and noting also that it appears very difficult anyway to implement the suggestion for Evenlode Close. Given that there are no formal objections it is recommended to approve this DPPP.

**Chipping Norton – Walterbush Road – proposed DPPP**

17. Two objections. The proposed DPPP location has been selected so as to minimise the effect on access to and from the driveway opposite but it is accepted that the applicant appears to have the choice to park a vehicle on their driveway and in view of this the recommendation is to defer a decision.

**Deddington – New Street - proposed DPPP**

18. One concern expressed. This will be marked as an informal bay so that it will be available for general use outside of surgery hours.

**Deddington – The Paddocks - proposed DPPP**

19. Two objections and one concern received. This bay will be positioned so as to cause minimum inconvenience to other residents.

### **Hook Norton – High Street - proposed DPPP**

20. Two objections and three expressions of concern received. This is a challenging location and officers have sympathy with the views on both sides. It is suggested that a compromise including options of a time-limited bay or an informal 'Loading/Disabled' bay is investigated and discussed with the parish council, residents and other interested parties.

### **Witney- Wadards Meadow - proposed DPPP**

21. One expression of concern received but focussing on a request for a dropped kerb, rather than the principle of the DPPP provision. It is recommended to approve this DPPP.

### **Wroxton – Leys Close – proposed DPPP**

22. One objection was received. The applicant already parks at this location, which is the nearest point to the top of the pathway leading from his bungalow. Officers are aware of other blue badge holders who live in the vicinity who may also choose to use the DPPP but it is nevertheless recommended to approve this DPPP.

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

23. The proposals would help facilitate the mobility of disabled persons.

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

24. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

### **Equalities Implications**

25. The provision of disabled persons parking places assists those with a mobility impairment.

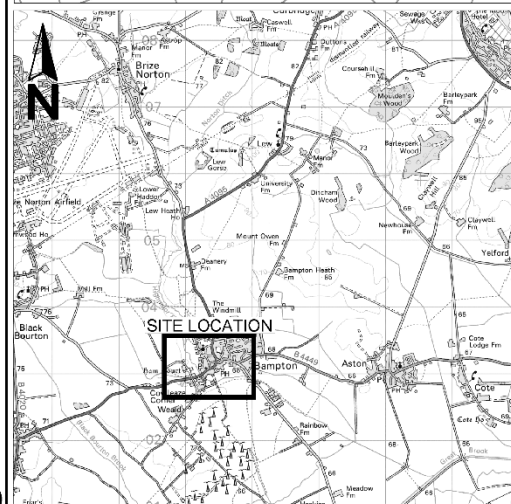
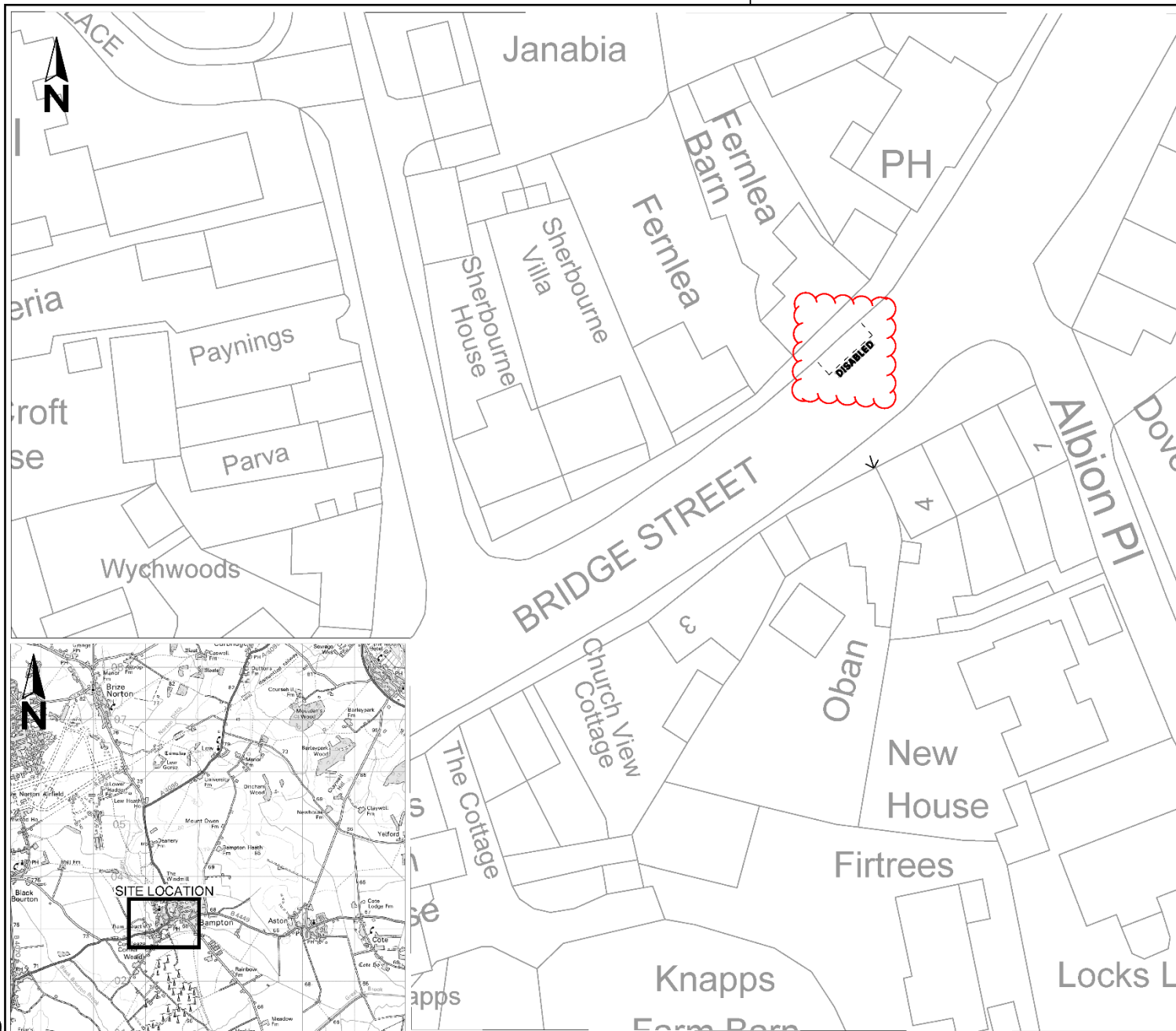
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plans of proposed disabled persons parking places to be provided for which objections or concerns have been received.  
Consultation responses

Contact Officers: Hugh Potter 07766 998704

July 2020




Drawing No.		Revision 0	
<b>Key</b> DISABLED Proposed Disabled Parking Bay			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
<b>Project title</b> PROPOSED DISABLED PERSONS PARKING PLACE			
<b>Drawing title</b> BAMPTON BRIDGE STREET			
<b>Drawing Status</b>			
Scale @ A3 N.T.S.	Drawn by JaC	Checked by Date checked	Approved by Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

Drawing No.

Revision 0


Key



Proposed Disabled Parking Bay

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Director for  
Infrastructure Delivery  
Communities  
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Project title

PROPOSED DISABLED PERSONS  
PARKING PLACE

Drawing title

BANBURY  
ANGUS CLOSE

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 10/18	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0

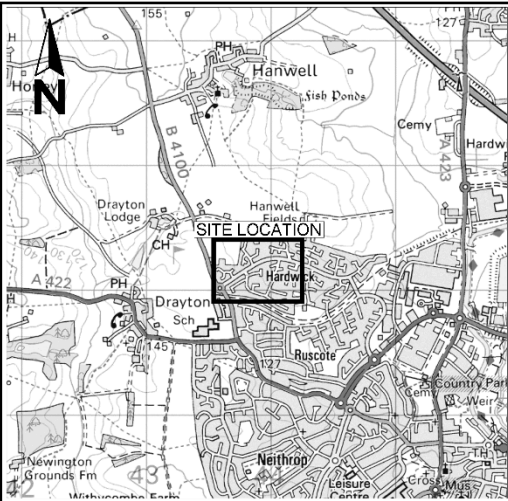
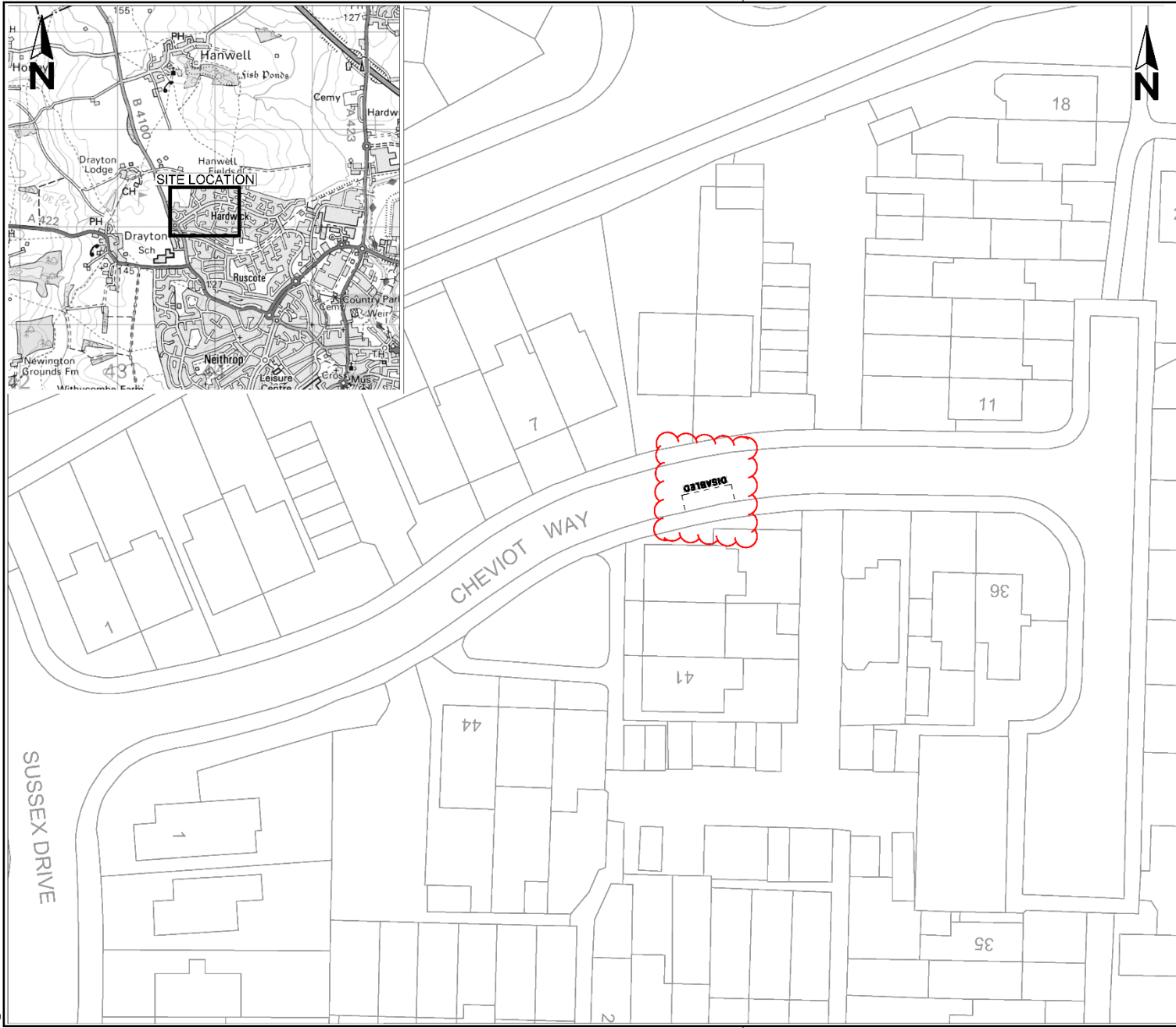
The main map shows a residential area with property boundaries numbered 1 through 30. Two roads are labeled: 'ANGUS CLOSE' and 'DEVON WAY'. A red dashed rectangle is drawn on Angus Close, containing the word 'DISABLED' in bold capital letters, indicating the location of the proposed disabled parking bay. A north arrow is located in the top right corner of the map area.

An inset map in the top left corner shows a larger geographical area. It includes locations such as Drayton, Harwell, and Neithrop. A black rectangle highlights the specific area shown in the main map, with the text 'SITE LOCATION' placed over it. The inset map also shows roads like B4100 and various landmarks like 'Drayton Lodge' and 'Harwell Fields'.

P:\14. Improvement Schemes\Traffic\Traffic and Road Safety\Projects\A - Chenwell & West DPPP 2019\PLANS\Banbury, Angus Close.dwg

Page 82

\\oxfordshire\Transport & Highways\4. Improvement Schemes\Traffic\Traffic and Road Safety\Projects\A - Chenwell & West DPPP 2019 2020\PLANS\Banbury Cheviot Way.dwg




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<b>Key</b>					
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<b>OXFORDSHIRE COUNTY COUNCIL</b> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577					
Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
BANBURY CHEVIOT WAY					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn 12/19	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.		Revision 0			




Drawing No. Revision 0

Key

 Proposed Disabled Parking Bay

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Project title

PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

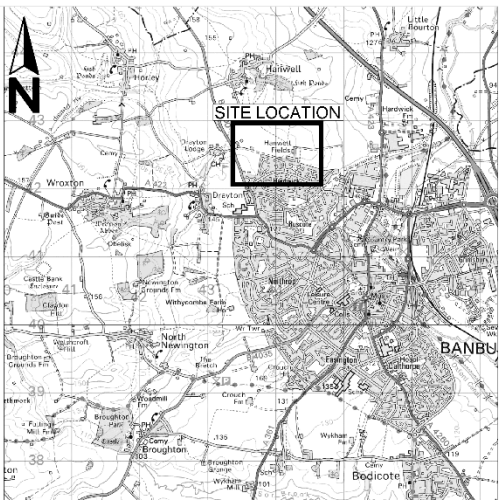
BANBURY RIBSTON CLOSE

Drawing Status

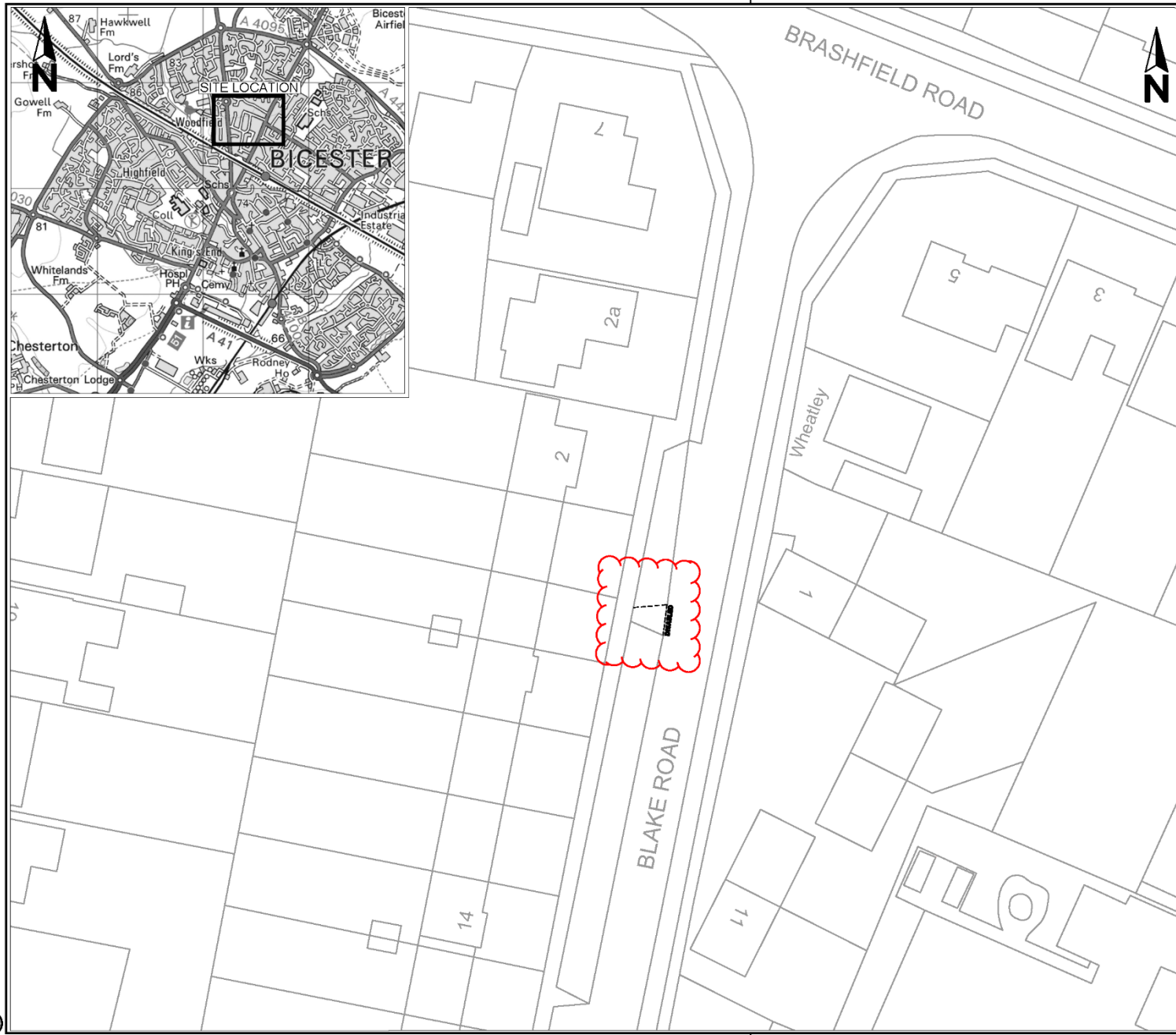
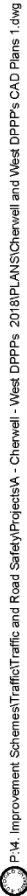
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	02/20		

Oxfordshire Project No. & File Ref

Drawing No. Revision 0







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Drawing No. Revision 0

**Key**  
 Proposed Disabled Parking Bay

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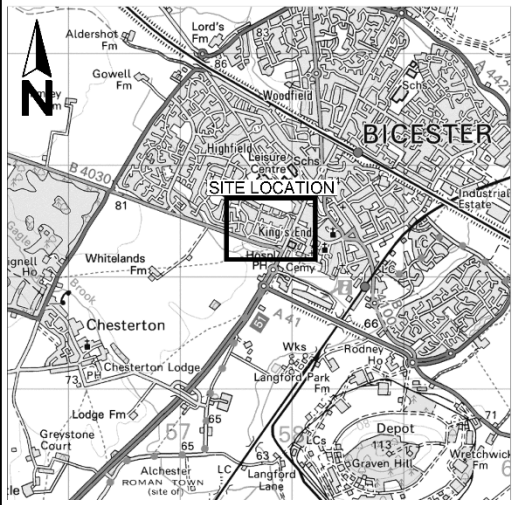
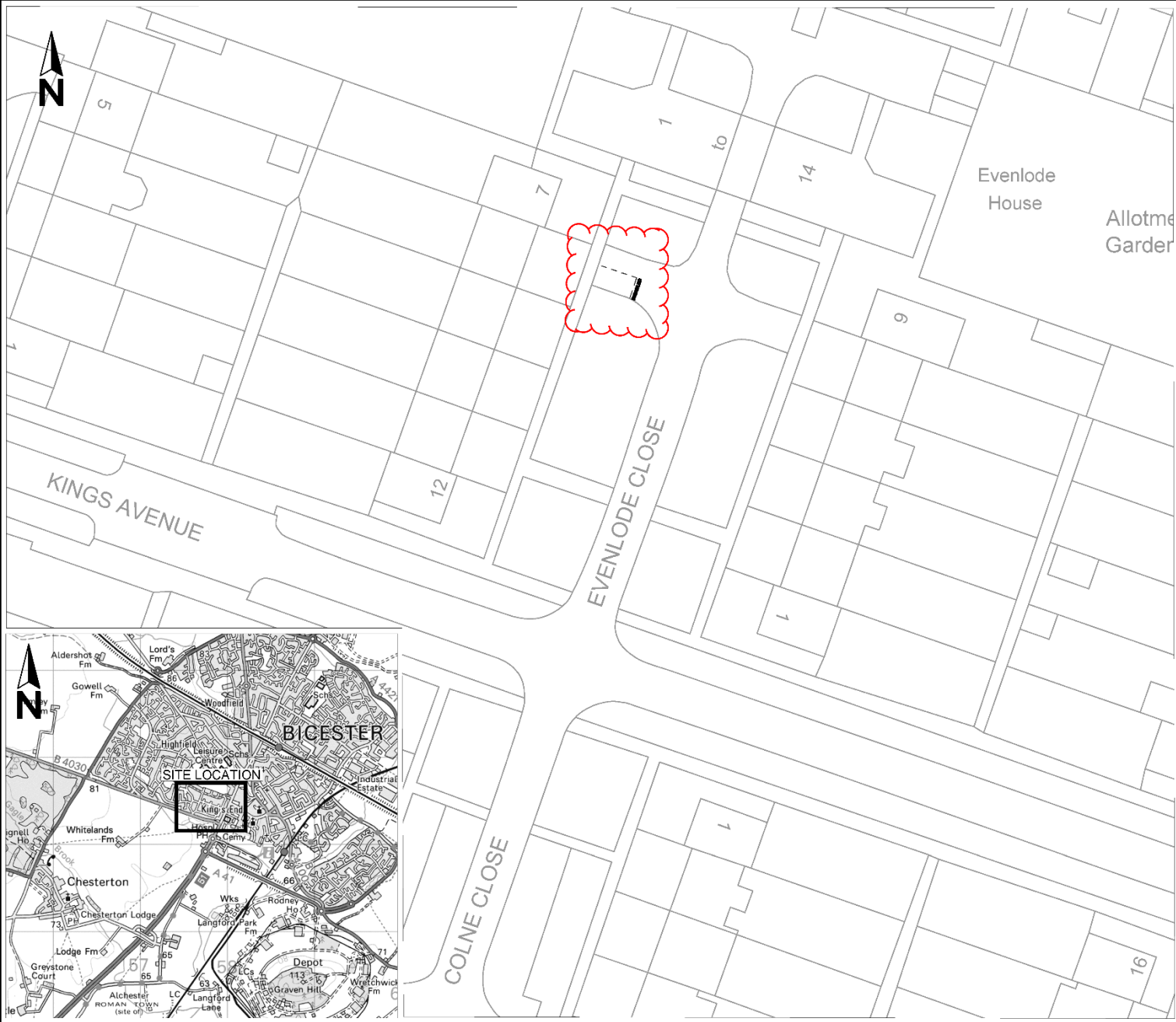
Owen Jenkins  
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**Project title**  
  
PROPOSED DISABLED PERSONS  
PARKING PLACE

**Drawing title**  
  
BICESTER  
EVENLODE CLOSE

Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	02/20		

Oxfordshire Project No. & File Ref  
Drawing No. Revision 0



Drawing No.

Revision 0


Key

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Project title

PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

CHIPPING NORTON  
WALTERBUSH ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	Date drawn 02/20	Date checked Date approved

Oxfordshire Project No. & File Ref

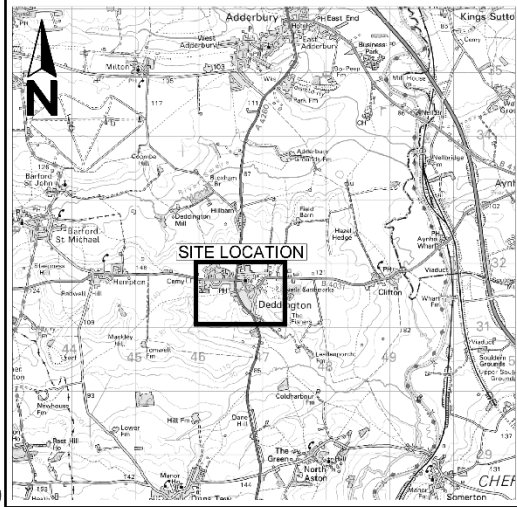
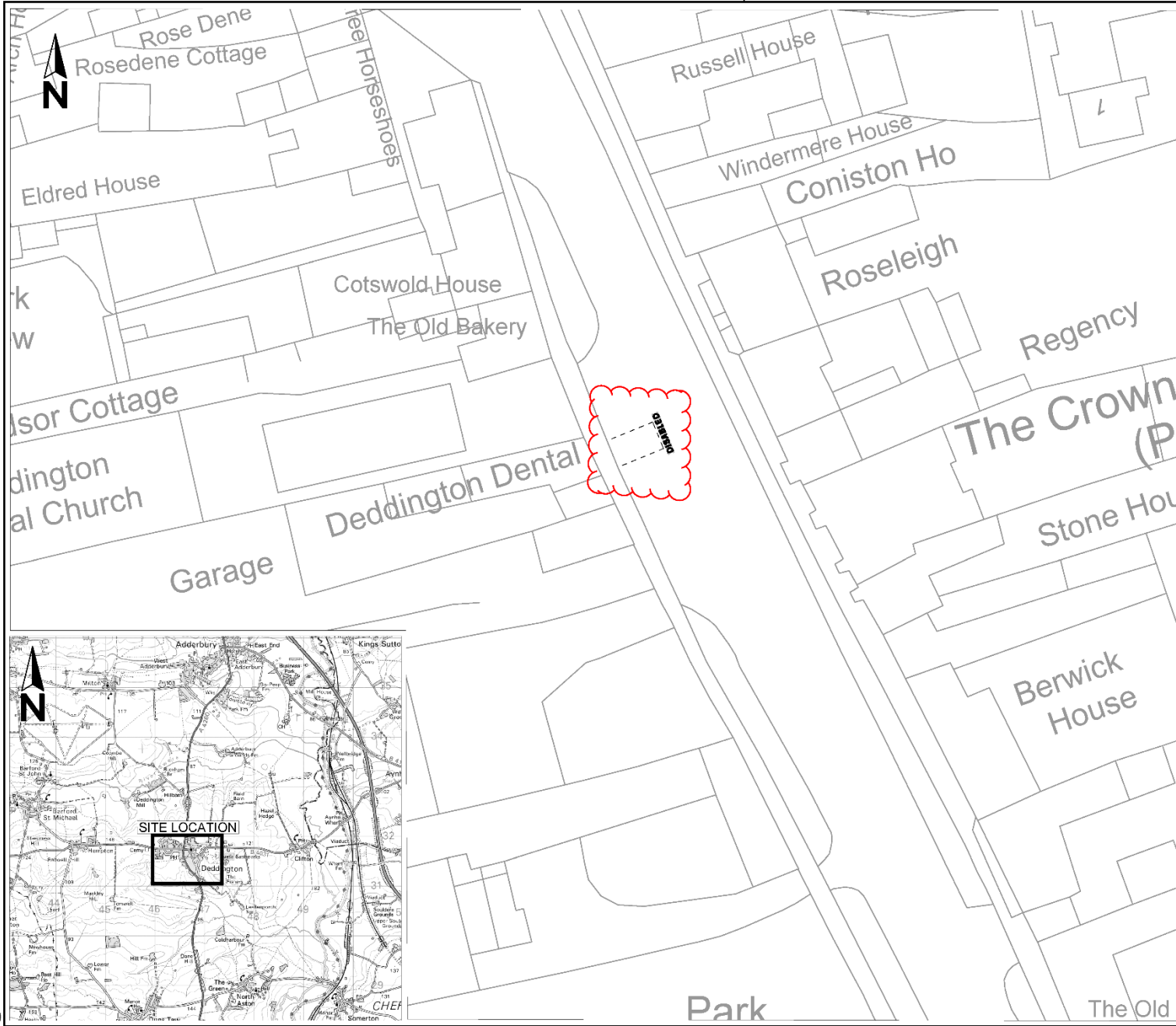
Drawing No.

Revision 0

Page 87

P14: Improvement Schemes/Traffic and Road Safety/Projects/A - Cherwell & West DPPP 2019 2020/PLANS/Chipping Norton, Walterbush Road.dwg

P:\4. Improvement Schemes\Traffic\Traffic and Road Safety\Projects\A - Cherwell & West DPPP 2019 2020\PLANS\Deddington Dental, New Street.dwg



Drawing No.

Revision 0


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Project title

PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

DEDDINGTON  
NEW STREET  
DENTAL PRACTICE

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 02/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.


Revision 0



Drawing No.

Revision 0


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Fax: (01865) 241577

Project title

PROPOSED DISABLED PERSONS  
PARKING PLACE

Drawing title

DEDDINGTON  
THE PADDOCKS

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 10/18	Date checked	Date approved

Oxfordshire Project No. & File Ref

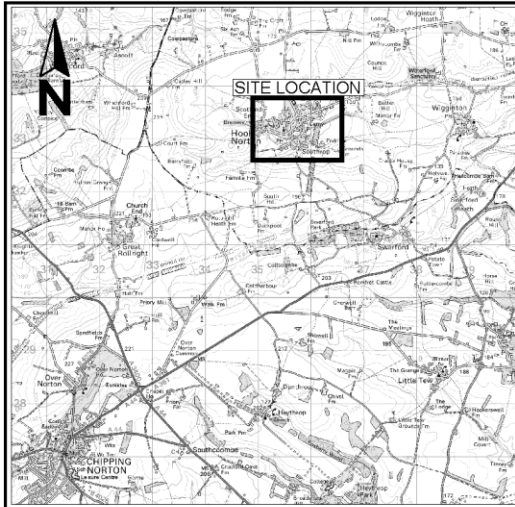
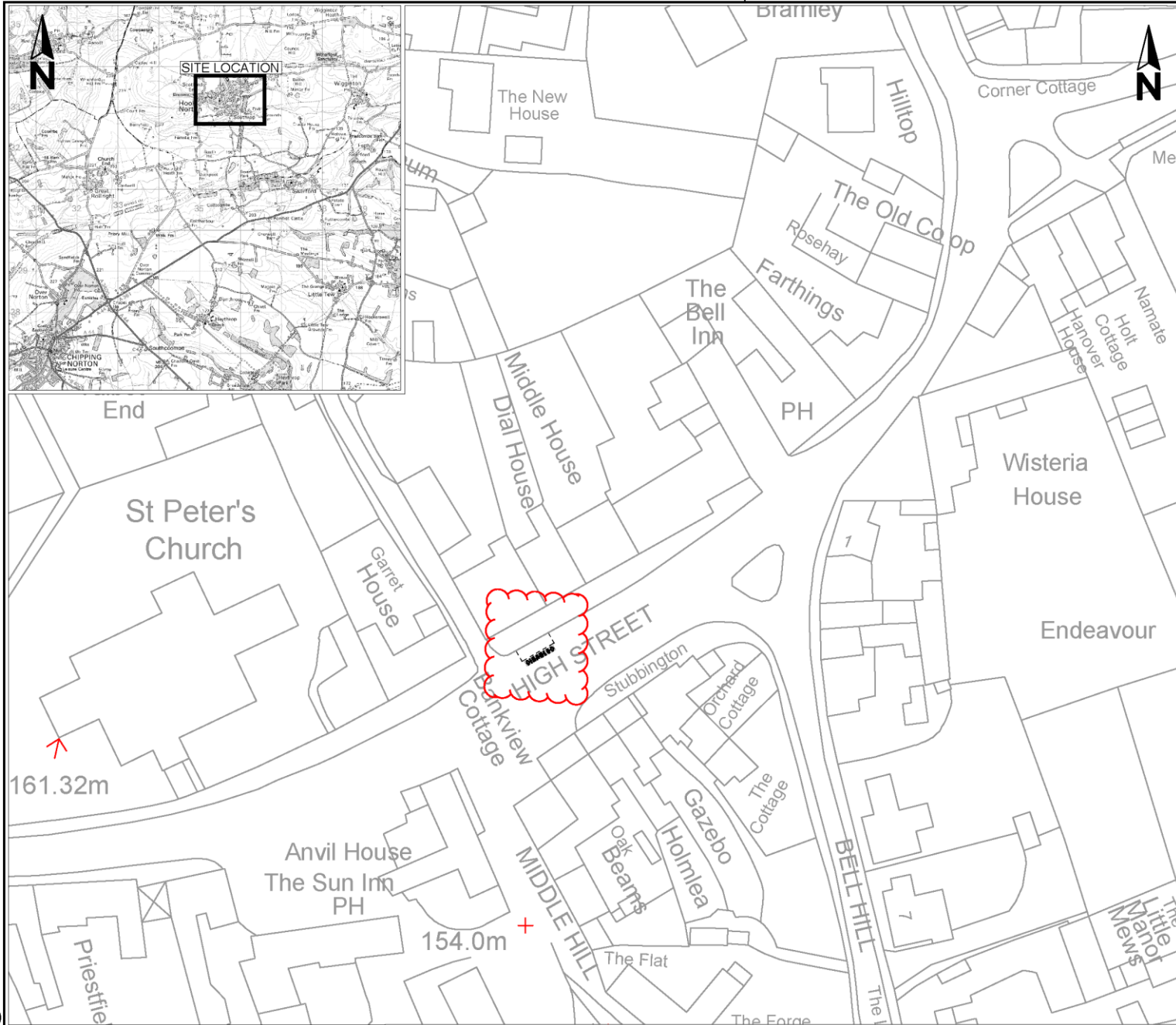
Drawing No.

Revision 0

The main site plan shows Hempton Road at the top and The Paddocks below it. The Paddocks area is divided into several numbered plots: 1, 3, 6, 8, 9, 12, 13, 18, 25, 28, and 42. A red dashed rectangle highlights a specific area within The Paddocks, labeled 'PROPOSED'. To the left of the main plan is an inset map titled 'SITE LOCATION' showing the area around Deddington, with a black rectangle indicating the location of the main plan.

P:\14. Improvement Schemes\Traffic\Traffic and Road Safety\Projects\A - Chenwell - West DPPPs 2018\PLANS\Chenwell and West DPPPs CAD Plans.dwg

Page 89



Drawing No.		Revision 0							
<b>Key</b> Proposed Disabled Parking Bay									
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Rev.	Date	Purpose of revision	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	Drawn	Checked	Approved			
Drawn	Checked	Approved							
<p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p>									
<b>Project title</b> PROPOSED INFORMAL DISABLED PERSONS PARKING PLACE									
<b>Drawing title</b> HOOK NORTON HIGH STREET									
<b>Drawing Status</b>									
Scale @ A3	Drawn by	Checked by	Approved by						
N.T.S.	JaC								
	Date drawn	Date checked	Date approved						
	10/18								
Oxfordshire Project No. & File Ref									
Drawing No.		Revision 0							

Drawing No.      Revision 0

**Key**

DISABLED      Proposed Disabled Parking Bay

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE  
COUNTY COUNCIL**

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**Project title**

PROPOSED DISABLED PERSONS  
PARKING PLACE

**Drawing title**

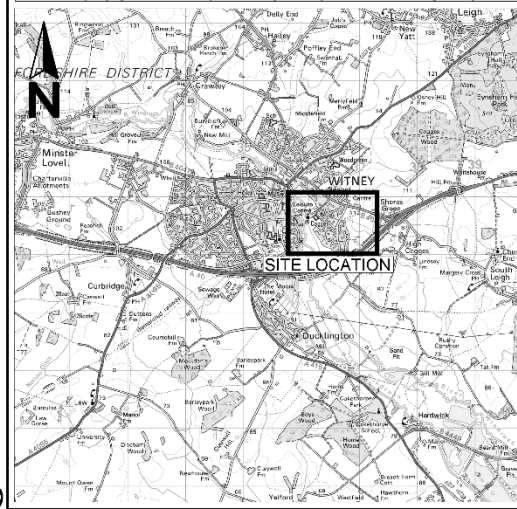
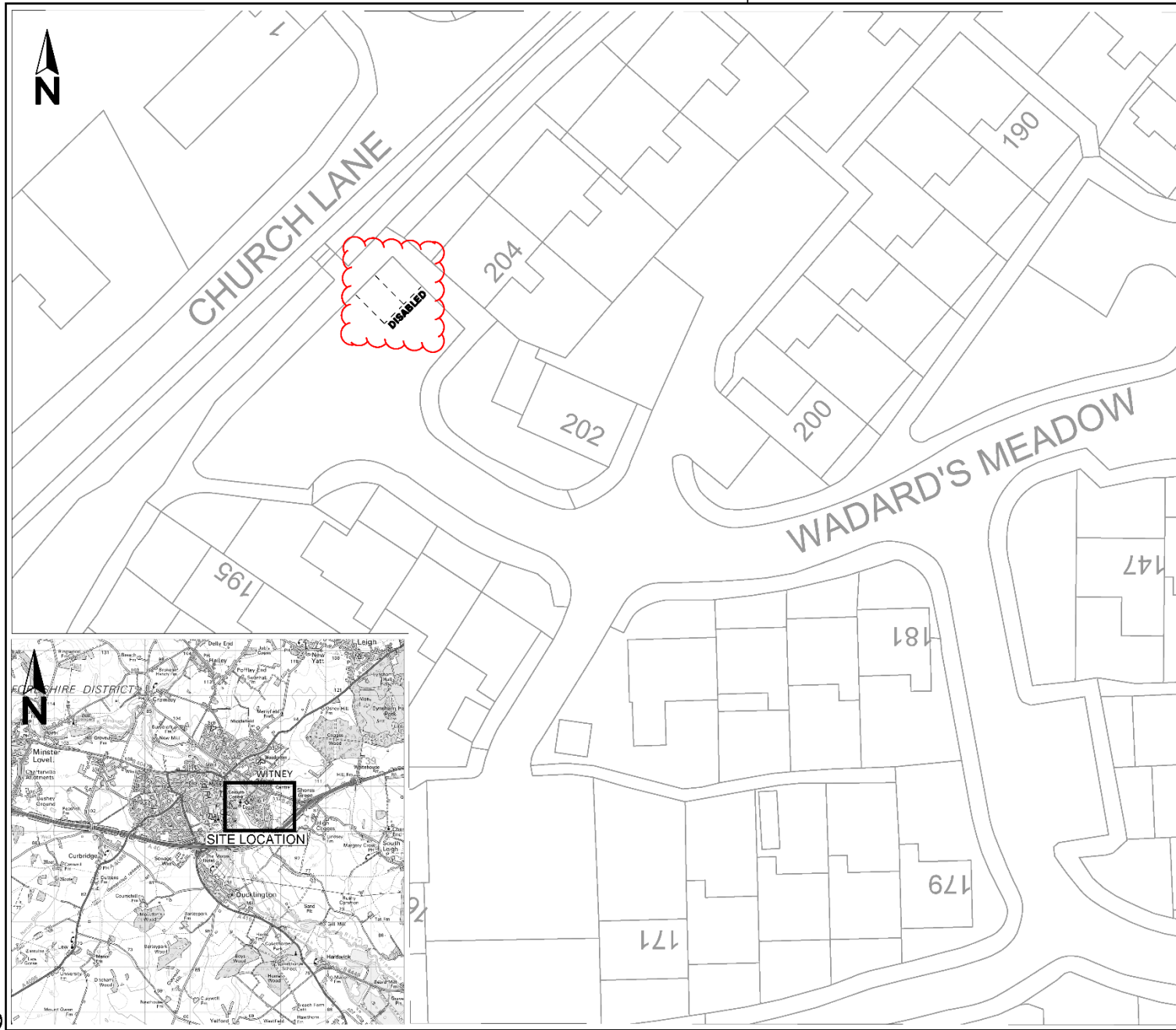
WITNEY  
WADARDS MEADOW



**Drawing Status**

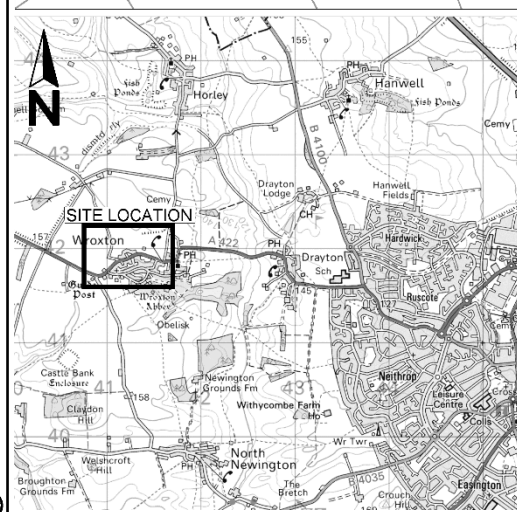
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N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	02/20		

Oxfordshire Project No. & File Ref

Drawing No.      Revision 0



Drawing No.		Revision 0	
<b>Key</b>  Proposed Disabled Parking Bay			
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Rev.	Date	Purpose of revision	Drawn Checked/Approved
 <b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small>			
<b>Project title</b> PROPOSED DISABLED PERSONS PARKING PLACE			
<b>Drawing title</b> WROXTON LEYS CLOSE			
<b>Drawing Status</b>			
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N.T.S.	JaC		
Date drawn	Date checked	Date approved	
02/20			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	





RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Cherwell District Council	<b>No objection</b>
<i>Bampton</i>	
(3) Local Resident, (Bampton)	<p><b>Concerns</b> (Bridge Street) – I have noticed that the vehicle which has been parked on this Disability space on Bridge Street, also appears mostly to be parked in a driveway, immediately adjacent to the assigned space on the road.</p> <p>It is puzzling that there should be a need for a space on a public highway when there is clearly alternative off road parking being regularly used for this vehicle, which appears to be in part of the garden curtilage.</p>
<i>Banbury</i>	
(4) Local Resident, (Banbury)	<b>Object</b> (Angus Close) - A disabled parking space for a person who does not own or drive a car and lives alone
(5) Local Resident, (Banbury)	<b>Object</b> (Angus Close) – <i>No comments.</i>
(6) Local Resident, (Banbury)	<b>Object</b> (Angus Close) - Person doesn't own a car and seems to walk unaided
(7) Local Resident, (Banbury)	<b>Object</b> (Angus Close) - The person in question doesn't own a car and lives alone. Her family member visit. She also seems to be able to walk unaided as well.

	The parking in the street is a nightmare at the best of times with people parking on the grass and pavement when no other space available.
(8) Local Resident, (Banbury)	<b>Concerns</b> (Angus Close) - Please can parking be moved to the other side of the road, then I would support.
(9) Local Resident, (Banbury)	<b>Concerns</b> (Angus Close) – <i>No comments.</i>
(10) Local Resident, (Banbury)	<b>Support</b> (Bretch Hill) – No concerns at all, at present there is only that one parking spot for disabled which I currently use because my wife has difficulty walking anywhere. We do have a Blue Badge and are awaiting replacement which takes up to eight weeks now. If another place is authorised I would suggest it is placed at end of pathway because a family with disabled child would find it easier to put wheelchair in rear of their vehicle.
(11) Local Resident, (Banbury)	<b>Concerns</b> (Cheviot Way) - I have no objections to this space but i would like to make a comment. Parking along this stretch of Cheviot way is very tight for the existing residents. We are all considerate and park sensibly, fairly close to each other and as a result we can get all our vehicles parked ok . Usually about 8/9 vehicles. I am concerned that if this space is not spaced accurately and in the correct spot to allow the current spacing of vehicles. It will cause the loss of a space and the make the present difficult parking situation impossible to get all the residents cars parked in the street. Bearing in mind they are all elderly and and have the same mobility problems.
(12) Local Resident, (Banbury)	<b>Object</b> (Ribston Close) - I have received a notification that this has come up again, on two occasions before this has come up and I have given numerous reasons why this is not a suitable location for this parking bay.  It seems to me that adequate access to my drive is not a consideration the council takes any notice of. This bay would contravene the Road Traffic Act as the wheel would be over the dropped kerb.  Further to this the applicant already has off street parking and therefore does not qualify for a disabled bay. The bay is not suitable as the applicants block the road with their wheelchairs and the tail lift of the vehicle whilst getting in and out of the vehicle. This places them at risk as well as creating a potential for accidents between vehicles in the road.  From my prospective the council has repeatedly ignored my objections and rights, If the council continues to pursue this course I will be forced to pursue legal action to protect my rights.

<i>Bicester</i>	
(13) Local Resident, (Bicester)	<p><b>Object</b> (Blake Road) - I am very concerned about this proposal as it is a very unnecessary proposal in the allocated area (as shown on the plans).</p> <p>There is not one person who lives on this street who needs this. If i could see a disabled person or a person with mobility issues who needs this i would not be putting my concerns forward. I remember this proposal last year and my feelings are as strong now as they were then.</p> <p>There are a couple who live in Blake Road and the lady occasionally uses a stick (which sometimes looks like a prop to me) but she is certainly able to walk any distance, and very capable of carrying large items, gardening, and walking around town with no problem. (I manage a bakery in sheep street and quite often see her and her husband walking past)</p> <p>My husband has c.o.p.d and gets out of breath we do not even have a blue badge! if needs be i drop him at our front door and then park.</p> <p>This proposal is a complete waste of time and money and it infuriates me that people who don't need this have the downright cheek to apply, and probably claim benefits they are not entitled to at the cost of us tax payers.</p>
(14) Local Resident, (Bicester)	<p><b>Concerns</b> (Blake Road) – It's number 1 Blake road who have moved away (they said they had applied for a space, so I assume it was them). The housing agency were in there stripping it out for a new occupant two weeks ago and the neighbours said they had moved permanently.</p> <p>Number 11 has also recently died but I don't think they had a car. If it's another number then obviously our first objection should be disregarded. I am just keen to ensure numbers 3, 5, 7 and 9 all have enough space to park and as the bay does not extend turning a space into disabled would greatly reduce the parking for them (we actually usually park further up the road to leave parking for the less able residents).</p>
(15) Local Resident, (Bicester)	<p><b>Concerns</b> (Evenlode Close) – Whilst I have no objections to a disabled bay being added to the Close - I do not think this is the most logical way of improving parking in Evenlode Close.</p> <p>There are already far more cars than parking spaces available - there are 24 properties in Evenlode Close and parking for approx 12 cars, residents already park all over the grassed areas, as there is insufficient parking available, which is churning up the mud and making the area unsightly. Taking away one of the few spaces for a disabled bay</p>

	<p>would only add to the existing problems.</p> <p>It would surely be more sensible to convert the parking to match the lay out in Colne Close opposite. There is now ample parking in Colne Close, including designated disabled bays. I understand the existing trees in Evenlode Close would make this more difficult, but even if part of the Close was converted to side by side parking it would help alleviate some of the parking problems, whilst also providing sufficient room for a disabled bay.</p>
<i>Chipping Norton</i>	
(16) Local Resident, (Chipping Norton)	<b>Object</b> (Walter Bush Road) – <i>No comments</i>
(17) Local Resident, (Chipping Norton)	<p><b>Object</b> (Walter Bush Road) – I am writing to you to give my objections concerning the plans to put a disabled parking place to the front of 74 Walterbush Road Chipping Norton.</p> <p>The disabled vehicle at number 74 never has to struggle for a place as everybody in this area keeps to their own parking space. Nobody ever blocks the vehicle in or parks in the space so as the owner cannot park on return. The parking in this area is awful and will be made worse by having the restricted space.. The residents of number 74 have a drive that they could use but they choose to use it to park a Banger racing car and a caravan. They own a long low loader lorry to transport the banger car and this is constantly parked on the grass verge running along the front face of a privately owned bungalow hereby restricting the view of the bungalow owner when they are leaving.</p> <p>When we leave our drive as we are the opposite side of the road to the bungalow we cannot exit our drive safely as there is no visability due to the positioning of the truck and the vehicles belonging to 74. As well as the disability vehicle and the lorry they also own a people carrier which is also parked on the grass outside the other side of the driveway of the bungalow. This is all a very questionable situation!.</p> <p>It will cause more parking problems if more space is restricted when the disability vehicle doesn't use a ramp. I am aware that the disabled parking bay is not for the sole use of number 74 but it is straight outside of their front drive and so nobody else would be able to park there anyway due to the high number of vehicles owned by the household anyway. This area of Walterbush Road is far to congested and a parking bay would cause more problems.</p>

<i>Deddington</i>	
(18) Local Resident, (Deddington)	<p><b>Concerns</b> (New Street) - Outside of the normal working hours the parking area in front of our house the dentists and the old chapel are invariably full, more so in the years since the council in its infinite wisdom decided to give a takeaway license to Bengal Spice, resulting in cars double parking, blocking my driveway, parking in the spaces marked as reserved for Archway House and the Chapel and generally encroaching onto the main road in the evening and at weekends during peak takeaway hours.</p> <p>I am generally supportive of the idea of a disabled parking space but would ask that the bay is only enforced in the hours that the dentist is open Monday to Friday, as the loss of one space amongst seven in evenings and weekends will add further pressure to the current overcrowding being experienced.</p>
(19) Local Resident, (Deddington)	<p><b>Object</b> (The Paddocks) – I cant believe this application has come up again.</p> <p>As explained before number 16 has been converted into 3 houses (16,16a and 16b), planning and highways approved the dropped kerb to allow off street parking for 4 cars, (one house is tenanted, one will be sold by the end of this month and one is still on the market) and this proposal would totally block these multiple packing spaces!!</p>
(20) Resident, (Steeple Aston)	<p><b>Object</b> - The new proposed position is unfortunately less than ideal as it would make egress to and from the off street bay in front of plot #16 challenging.</p> <p>Could it not go on the other side of the road, directly in front of my site... I am guessing that the need stems from one of the residents on that side of the road.</p> <p>Failing that if we could push the bay back a meter or so it would help enormously for both practical and safety reasons.</p>
(21) Local Resident, (Deddington)	<p><b>Concerns</b> (The Paddocks) – no objection to the proposed parking space but she would like the following comments to be added.</p> <p>When the planning for changing 16 The Paddocks from a 3 bed semidetached property to three individual properties, it was pointed out to the planners that due to the width of the road, vehicles could not be parked on both sides without causing obstruction to traffic flow. This was because changing this property from one to three and allowing off road</p>

	<p>parking, there was a probability at least three vehicles and possible up to six vehicles could be owned by the inhabitants of the three properties. This would mean that the inhabitants of the bungalows opposite (who all have various ailments and social care needs) would have restricted parking options. Also as both 14 and 16 The Paddocks have off road parking as well as road frontage parking all other vehicles would have to park in front of 15 The Paddocks.</p> <p>My mother has lived in her house for a long time and is elderly, she is still able to look after herself but she does have some mobility issues. The problem is that when I, my brother or other members of her family visit her or bring her back home; (when we take her to our homes) parking outside her house can be problematic due to other vehicles parking there and leaving no space.</p> <p>No 14 had two cars on drive and 2 cars on road (they have had up to 5 cars at any one time in past). No16 had 4 cars on drive and 1 van on road; also you can see two other vehicles (outside No15) owned by people in the bungalows. Allowing this Disabled Parking space, which I understand is for one of the residents of the bungalows, would free up a space outside No15 and would be helpful.</p> <p>I understand that when the Covid 19 situation calms down there may be fewer vehicles parked in the week, but that will still leave the weekend when parking may be a problem.</p>
<i>Hook Norton</i>	
(22) Local Resident, (Hook Norton)	<b>Object</b> (High Street) – <i>No comments.</i>
(23) Local Resident, (Hook Norton)	<b>Concerns</b> (High Street) - SuggestSpace time limited ie. 9 - 5pm as parking space is often needed for evening church/pub events
(24) Local Resident, (Hook Norton)	<p><b>Object</b> (High Street) - As a resident of the High Street I do not accept the need for an allocated Disabled Parking Space.</p> <p>The majority of the High Street consists of residential properties that do not have private parking facilities attached to their homes that is, driveways and garages. As a result, the residents have to leave their own vehicles Parked on the High Street.</p> <p>I believe that the residents of the High Street should have priority over parking spaces near or next to their homes (albeit, near to the local store) rather than have to forfeit a space for official disabled parking reservation 24/7.</p>

	<p>Generally, there has not been a problem in previous years with parking in the High Street if you are using the high street store during opening hours. Parking spaces have been available close to the local store at most hours of the weekdays and weekends.</p> <p>Disable parking is all too familiar in town Superstores. Hook Norton high street store is not a Superstore and should not be considered as one.</p> <p>If disabled parking is granted to Hook Norton high street, perhaps the high street private residents should be considered for residential Parking Permits?</p>
(25) Local Resident, (Hook Norton)	<p><b>Concerns</b> (High Street) - We make the following points:</p> <ol style="list-style-type: none"> <li>1. We are not aware that anything has changed since the matter was considered by OCC in 2017 and the proposal turned down. Principally, we are not aware of any 'increased local demand';</li> <li>2. First though, basic principles - we have downloaded and read OCC's Disabled Parking Places. This makes it clear that the DPPP scheme exists to provide parking places for disabled people who are Blue Badge holders to enable them to park close to their home or to their work. Thus it seems this proposal is outside DPPP scheme;</li> <li>3. That said, we turn to focus on the needs of the whole community. Ease of access rights should be given (if possible) not only to Blue Badge holders to do their shopping, but also to those who have mobility problems, which are real but insufficient to entitle them to a Blue Badge. Also to be borne in mind are elderly infirm people, needing to be helped from their cars and mothers dealing with young children. We see all these using this site, which would be closed to them should this proposal be accepted;</li> <li>4. Has there been a site inspection, which would put the proposal in context?</li> </ol>
(26) Local Resident, (Hook Norton)	<p><b>Concerns</b> (High Street) - We have thought about this proposal carefully. While we do not want to object to making life easier for blue badge holders, and we can also see why that particular space has been earmarked, the proposal raises considerable difficulties for us.</p> <p>For ourselves and our immediate neighbours (Middle House) there is no off-street parking available. That also applies to other houses beyond the shop and at the top of Bell Hill, and because of the road layout they often park along our frontage already. It also applies to the cottages opposite us; because there is so much movement, all of us park whichever side of the road there is space.</p>

	<p>There are some who work locally – at the shop and the dentist – who also park along this frontage for long periods on a daily basis.</p> <p>The shop is open 7 days a week, for six of those, 12 hours. There is constant coming and going of cars during those times, not to mention delivery, workman's and other vehicles. As a result, all too often we residents have trouble finding parking near our doors as it is. It has become busier since the recently built housing estates became occupied.</p> <p>In addition, we understand that there is a planning application for redevelopment of the shop site which would add three further dwellings to the immediate area. These plans involve the provision of no off-street parking. The effect on demand for parking here is obvious.</p> <p>Events at the church, and people parking on the High Street from elsewhere in the village when it is snowy, can make parking anywhere near at all entirely impossible.</p> <p>We have no rear access. Because at (and only at) that point on the frontage there is no barrier, it is a particularly helpful spot for the delivery of fuel and other heavy goods. The same goes for us when we are taking heavy refuse to the dump. We also point out that the shop has deliveries by large lorries, which sometime park along this frontage in the process (but sometimes have to stop in the middle of the road).</p> <p>Unlike a shopping centre or supermarket scenario, where there is no residential competition for parking, the proposed space would in effect have a permanent impact on the immediate residents, as much outside shop-opening hours as during them. We envisage a space which is genuinely useful to us and our neighbours – and other shop-goers and visitors too – becoming unoccupied for the vast majority of the time.</p> <p>The more we have thought about this, the more we feel that the reservation of this space for a very few users for very short periods will adversely impact the rest of us to the extent that we would consider applying for residents' parking areas or some other 'protection'. We do not want to do this, because it would obviously have a detrimental impact on the shop and the community, and so far we have felt it better to live and let live. However, our instinct is that once even one enforceable reserved parking place is there, the 'system' will be put out of balance. Some of the parking is astonishingly inconsiderate already. The present flexibility (aka 'free-for-all') works – but only just.</p>
<i>Witney</i>	
(27) Local Resident, (Witney)	<p><b>Concerns</b> (Wadards Meadow) - The 2 spaces next 2 each other down the very bottom of the road are going to be for us at 206 and 204 as requested but will be even more useful if a dropped curb was created near them.</p>



	One resident really struggles with the curb and next door always use a wheelchair and sometimes so do we.Perhaps this could be taken into consideration when the work is finally carried out.
<i>Wroxton</i>	
(28) Local Resident, (Wroxton)	<b>Object</b> (Leys Close) - believes that it will be dangerous for school children as they walk through the waste area located close to the proposed bay. Also parents park in the waste area and believe that the disabled bay could obstruct them. The person who applied for the disabled bay is able to walk quite well.

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Division(s): Didcot East & Hagbourne; Hendreds and Harwell

## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **DIDCOT – LARCH DRIVE & DIAMOND DRIVE: PROPOSED BUS GATE**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed bus gate at the point Larch Drive meets Diamond Drive.

#### **Introduction**

2. This report presents responses received to a statutory consultation to provide the above bus gate. Currently a concrete barrier is provided at the point where the bus gate is proposed which prevents the passage of any motor vehicle.

#### **Background**

3. The introduction of a bus gate at the point Larch Drive meets Diamond Drive – as shown at Annex 1 – was included in the planning consent for the Great Western park residential development to remove the potential for ‘rat-running’ traffic to use these roads as a route between the Wantage road and Park Road.

#### **Consultation**

4. Formal consultation on the bus gate proposal was carried out between 20 May and 19 June 2020. A public notice was placed in the Didcot Herald newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Didcot Town Council and local County Councillors. Letters were also sent directly to 215 properties in the immediate vicinity and street notices placed on site.
5. Seventeen responses were received. 12 in support (70%), 2 objections (12%), 1 raising concerns and 2 not objecting. Copies of the responses are recorded at Annex 2 with full responses also available for inspection by County Councillors.

## **Response to objections and other comments**

6. Thames Valley Police did not object but did ask if a road safety audit had been carried out in respect of the proximity of the proposed bus gate to the bend and also whether consideration was being given to parking restrictions in the vicinity of the bus gate to ensure that buses using the link were able to use travel through the gate.
7. It is confirmed that the proposed feature has been the subject of a safety assessment and it is considered that its siting close to the bend does not present a hazard given the character of the roads. Also the bend does serve to reduce speed and the bus gate will be signed. However, if approved, the operation of the bus gate will be monitored to see if waiting restrictions are required.
8. Didcot Town Council support the proposal and Harwell Parish Council did not object.
9. An objection was received from a member of the public on the grounds that there was no need for buses to serve the residential roads and that stops on the adjacent roads (the B4493 Wantage Road and Park Road) would be adequate and citing concerns over the nuisance and loss of privacy due to buses using the road. Should the bus gate be approved, the respondent requested that a condition be imposed on the bus operators that only single deck buses use the road, that give way markings be provided at the junctions and a 20mph speed limit introduced on Larch Drive.
10. Another member of the public objected on the grounds that further signing was needed to clearly show that this was not a through route for general traffic. The objection also requested that motorcycles were exempted from the restriction to avoid the nuisance of motorcyclists stopping and switching off their engines and then pushing their motorcycles through the restriction then re-starting them. This response also queried whether the proposed siting of the bus gate was in the best location, with a site further west suggested as an alternative.
11. Noting the above comments provision of a bus route and bus gate through the development has been a long-standing requirement established as part of the planning process for the residential development and it is anticipated that single deck buses will operate the route. The signing of the restriction – including the provision of advance signs and the need for any additional road markings will be reviewed. The suggestion that motorcycles are permitted to use the bus gate is not considered desirable on road safety or amenity grounds for residents.
12. It is acknowledged that it is unfortunate that the speed limit on Larch Drive remains at 30mph with the new roads within the Great Western Park development having a 20mph speed limit. Subject to funding being identified, it is hoped that this anomaly can be rectified.

13. Another member of the public expressed a concern over the obstruction caused by parked vehicles and requested consideration of waiting restrictions to address this.
14. Expressions of support were received from a further four members of the public but these responses also included concerns over the lack of advance signing of the no through road for motor vehicles other than buses, the need for waiting restrictions to address obstructive parking and for a 20mph speed limit on Larch Drive. A concern was also expressed over problems arising from the allocation of post codes in respect of delivery vehicles and visitors being unaware of the restriction in the immediate vicinity. While noting this issue it is outside the scope of this consultation.

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

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

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

16. Funding for the proposed measures will be met by the developers of Great Western Park

### **Equalities Implications**

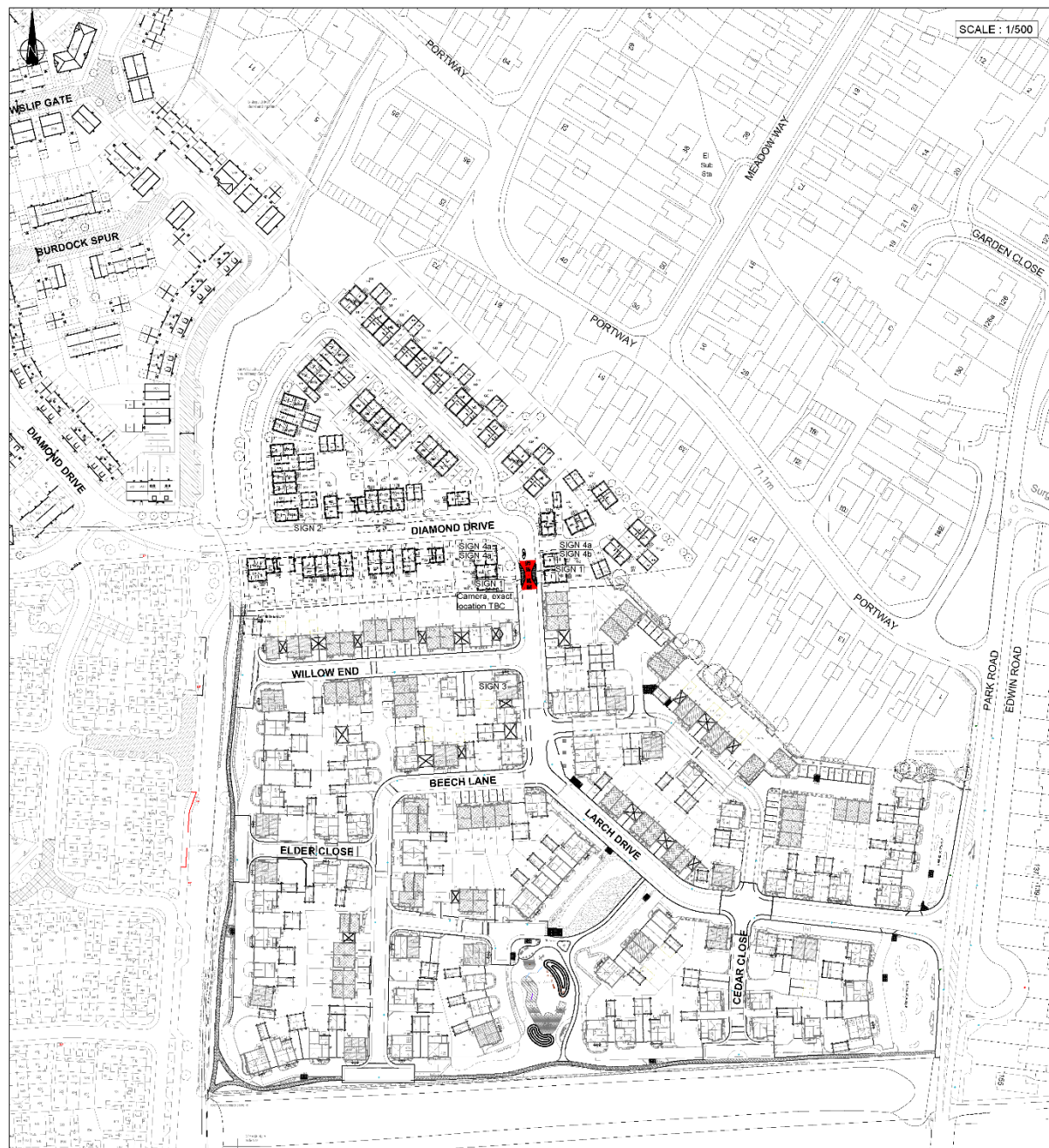
17. No equalities implications have been identified in respect of these proposals

JASON RUSSELL  
Interim Director of Community Operations

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704  
Ryan Moore 07557 082568

July 2020



SCALE : 1/500

Sign 1

TO BE ILLUMINATED

Sign 2

150 yards ahead

Sign 3

50 yards ahead

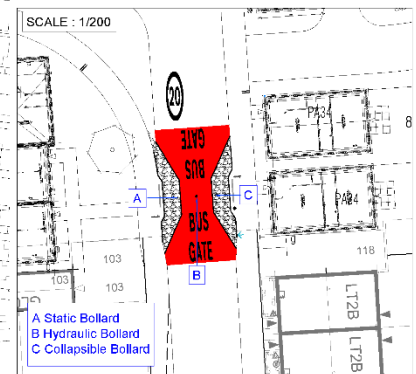
Sign 4a

20 ZONE

Sign 4b

30 ZONE ENDS

- a. MOUNTING HEIGHT FOR LOWEST SIGN TO BE 2100MM ON ALL FOOTWAYS. SHOULD SIGNS BE LOCATED WITHIN A SECTION OF FOOTWAY / CYCLEWAY AS AGREED ON SITE. MOUNTING HEIGHT INCREASED TO 2400MM. PLEASE NOTE SHOULD THIS BE REQUIRED. POST LENGTH TO BE EXTENDED BY 300MM AND FOUNDATION WIDTH AND LENGTH INCREASED BY 100MM.
- b. SIGNS TO BE LOCATED AT BACK OF FOOTWAY / CYCLEWAYS.
- c. EXACT LOCATION OF ADVANCE SIGNAGE TO BE AGREED ON SITE TO ENSURE VISIBILITY IS NOT AFFECTED.



**GENERAL NOTES**

- 1. The proposed bus gate is to be installed in accordance with the following details.
- 2. The proposed bus gate is to be installed in accordance with the following details.
- 3. The proposed bus gate is to be installed in accordance with the following details.

**BUS GATE DETAILS LEGEND**

Symbol	Material
[Red Rectangle]	Red Asphalt
[Blue Rectangle]	Blue Asphalt

Rev	Description	Date	By
P1	Issue for tender to 1/2000 1/10/2020	28/04/20	DA
P2	Additional and revised notes. Revised and signed by DA	22/04/20	DA
P3	Final design and construction details. Revised and signed by DA	12/02/20	TS

Drawing Status: **PRELIMINARY**

Please note all drawings are for information only and are not to be used for construction. All drawings are subject to change without notice. The client is responsible for ensuring that the drawings are used for the intended purpose.

Client: **Taylor Wimpey**

Project: **Great Western Park, Didcot, Oxfordshire SN20A**

File: **Bus Gate Signing Plan**

**ANNEX 1**

**BANNERS GATE**

CIVIL, STRUCTURAL & ARCHITECTURAL DESIGN SERVICES

Rev	As shown @ A1	Rev	By
1	As shown @ A1	1	As shown @ A1
2	As shown @ A1	2	As shown @ A1

15076 - SN20A 171 P3

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle I do not object providing as confirmed the restriction is self-enforcing and must not be in any way reliant on police enforcement.</p> <p>I do have two concerns regarding the location. The feature is positioned immediately following a 90-degree bend with little forward visibility. Can you confirm if a Safety Audit has already been completed and does it confirm this location is suitable for this control measure.</p> <p>As shown in the photo there is a vehicle parked close to the feature. What measures will be included to prevent this should it become a future problem.</p>
(2) Didcot Town Council	<b>Support</b> - welcomes this measure to improve safety and to ensure the residential area of GWP south does not become a 'rat-run'.
(3) Harwell Parish Council	<b>No objection</b>
(4) Local Resident, (Didcot)	<p><b>Object</b> - I am opposed to this as I do not feel that buses need to have access through here for the following reasons;</p> <p>-Safety : Larch Drive has many junctions which have no road markings; Children play outside and in the park directly by the road; cars are parked along the road; houses are not set back from the pavement.</p> <p>Larch Drive is simply not a road built for the movement of large vehicles, which is demonstrated daily by them coming along to try and gain access to other areas of GWP. They are then dangerously reversing around corners putting children, pedestrians and cars at risk.</p> <p>Many homes here do not have parking for more than one car which means there are cars parked here at all times. With buses coming through it will make parking more difficult, creating the need to potentially leave cars in places that will cause obstructions and limited visibility for other drivers and pedestrians.</p>

	<p>-Invasion of privacy/ security; Should double decker buses be coming down Larch Drive, there are issues with privacy as passengers will be able to see directly into homes and gardens, as there is only a pavements space between them.</p> <p>Bus stops will also invade privacy as homes here are not set back from the pavements meaning people waiting for buses will be standing outside homes for periods of time.</p> <p>I see no reason why buses cannot service these areas via Wantage Road and Park Road, which are bigger roads that have houses set well back from the road/pavement. All houses in this part of GWP are walkable to these larger roads within minutes.</p> <p>Should this bus gate be allowed to be put in place, I insist that a proposal is put into place to only allow single decker buses, road markings must be put it at all junctions on Larch Drive, a maximum speed of 20mph is imposed and bus stops must not be put outside homes along Larch Drive.</p>
(5) Local Resident, (Didcot)	<p><b>Object</b> - 1. (This is only an observation) I think the bus gate might have more naturally been placed between BLUE BELL GATE and BOX TREE LANE. I don't feel it is appropriate to form an opinion on the location for this planned bus gate without a documented description of the rationale for its placement in preference to any other options. However, as presented I would have no 'objection' to either.</p> <p>2. (This is an OBJECTION to the road signage plans; they are insufficient) The plans also need to include the details of 'NO THROUGH ROAD' signage, and/or in addition to further signs, at least being placed by or before COWSLIP GATE. Probably also right at, and in the approaches to, the main junction with Didcot Road and the estate entry road. The signs on Didcot Road should show a red bar with a junction layout sign, and say "NO THROUGH ROAD" or "NO THROUGH ROAD TO COSCOTE", "ACCESS TO RESIDENTIAL ONLY" or similar. This should have been done already and is an omission not to have done so by now.</p> <p>This comment also applies to the approach to Larch Drive from Coscote into/out of Didcot and should read 'NO THROUGH ROAD TO DIAMOND DRIVE'.</p> <p>3. (This is an OBJECTION to making transit by mopeds/motorcycles unlawful) I comment that perhaps access for motorcycles through the bus gate is also, formally, allowed. This is not for any interest in motorcycles, but my understanding would be that if a motorcyclist were to stop before the gate, turn their motorcycle off, walk it through the gate, and start it back up, then this would be lawful. It would make an ass of the law to force a motorcyclist to do just that, when they could simply ride through, reducing noise and CO2 emissions compared with having to stop and</p>



	<p>restart their machine. It would also remove any possible confusion as to whether that is allowed, if it is properly allowed and duly signed. At the moment the few motorcyclists in the area are riding over the pavement, which is obviously illegal and potentially lethal. It is simpler not to give them that temptation. The probable motorcycle traffic volume is unlikely have any significant impact.</p> <p>4. (This is an observation) A comment on the process; it is confusing to have both District and County Councils all doing something different and running different consultations on the same thing. This really needs to be organised and you guys need to talk with each other. There has been a bewildering confusion over address renaming and postcode changes, poorly managed.</p>
(6) Local Resident, (Didcot)	<p><b>Concerns</b> - I live in this area and what is concerning me is the parking.</p> <p>In the place where you want to place the bollard there is cars parked everyday All day or night and where the bus stops are is the same. So my concern is about parking as this road is narrow and when bus starts cars should not be allowed to park at least until box tree lane street starts or even further to diamond drive as the bus stops are there but there will be no space for the bus to stop due to parking on the street or side walk. If cars park in top of side walk like loads been doing there is no space for pedestrians to walk safely too.</p> <p>On the curve of diamond drive to larch drive As when bus passing , if cars parked there will be no space to pass another car if you want to access the home to the street what is changing name now to birch close.</p> <p>I can anticipate that If parking is not prohibitive in this area this will be a major concern and will be disruptive.</p>
(7) Local Resident, (Oxford)	<p><b>Support</b> - <i>No comments.</i></p>
(8) Local Resident, (Didcot)	<p><b>Support</b> - I strongly welcome this planning application. I do have some questions though:</p> <ol style="list-style-type: none"> <li>1. What is the logic in having Diamond Drive as a 20mph limit but Larch Drive at 30mph?</li> <li>2. Will Larch Drive become a double yellow line route?</li> <li>3. Could the signs saying no through route for cars be moved to the entrance to the estate? As it stands currently lots of cars and vans come into the estate, make it to the bollards and then have to turn around. This is unnecessary extra traffic.</li> </ol>

(9) Local Resident, (Didcot)	<p><b>Support</b> - As an additional requirement.</p> <p>The requirement for single yellow road makings along the entire length of larch drive needs to be addressed as at the present the road consists of 2 almost blind bends along the proposed route and parking between the junctions of beech Lane and cedar cl / sycamore way at the southern section of larch drive at times would make it impossible for a bus to Travers safely.</p> <p>Also adjacent junctions would need to be considered as at present there is no junction markings to define priorities on any of the 5 junctions connecting to the main though road of larch drive and this again causes blind spots for exiting vehicles joining onto larch drive.</p>
(10) Local Resident, (Didcot)	<p><b>Support</b> - I support the location of the proposed bus gate due to the following reasons:</p> <p>Reservation of my property with Taylor Wimpey Homes:</p> <p>I reserved my property (plot 851) built by Taylor Wimpey Homes at Brunel Rise on the Great Western Park development for which the address I was given at the time of legal completion was 46 Larch Drive, Didcot, Oxfordshire OX11 6DX. I reserved this property on the basis that I was shown detailed plans and drawings of the property I was buying and the surrounding area which showed the proposed bus gate and its location as per the Consultation Plan drawing on the online Consultation page website and I am in full agreement to its location as served by this notice to be exactly installed between the southern part of Diamond Drive and the northern part of Larch Drive a point 30 metres north of the junction with Willow End.</p> <p>The reservation process is a legal requirement which Taylor Wimpey's house buying process dictates and I based my decision at the time knowing that this is where the bus gate was planned to be installed which meant that no through way traffic would pass round the corner from Diamond Drive or come in through Larch Drive except for buses and pedal cycles as well as emergency vehicles and essential services. The proposed bus gate was also highlighted to me by my solicitor at the time of starting the formal house buying process in April 2019.</p> <p>Change of Street Name for 5 properties occupying Larch Drive:</p> <p>Following my legal completion data and soon after moving into my new home, I noticed that there were issues in receiving my post and delivery drivers and my friends and family who were unable to reach my address adequately.</p>

This was because the post code to my address was taking them to the other side of the bus gate (towards Willow End side) when this was entered onto the SAT NAV which meant that Royal Mail and delivery drivers were having to park their vans and lorries this side of the road and then having to walk up to my house which is located in a small cul-de-sac coming off Larch Drive to deliver post and goods and services for online orders to me. This is because there are three concrete blocks currently stopping vehicles from passing through on this road to get to my house because of where it situated which is inside the cul-de-sac just a few metres from where the bus gate is proposed to be installed. In addition, my friends and family can't get to me as the SAT NAV takes them to the other side of the bus gate also as opposed the other side of the road (Diamond Drive side) and therefore unable to enter into the cul-de-sac to come and see me meaning that they either have to park their car on the opposite side of the bus gate and walk up to my house or having to drive back out of the estate and come back in to the estate from Diamond Drive. I have taken photographs of the concrete blocks which are placed where the proposed bus gate is to be located so that you can visualize the extent of the issues people face when coming to deliver post or visitors coming to see me which I have sent as more detailed representations to Christian Mauz to his email address to further support why the bus gate now does need to be installed where it is proposed to be located.

For several months' for the people who do come and visit me I've ended up having to give them an alternative postcode like the Asda store which is situated on the estate and then them having to call me on my phone for me to give them directions on how to get to my house.

This was further escalated to South Oxfordshire District Council (SODC) by one local resident who complained that Royal Mail and delivery drivers where parking outside their house (the other side of the bus gate towards Willow End) and leaving their vehicles outside their home to come and deliver post and parcels to the properties that are located in this quite little cul-de-sac. As a result, I and the surrounding home owners and occupiers of the 9 houses which the bus gate effects, were contacted by SODC Naming and Numbering department to ask our views and 3 potential options on how to combat the problems were highlighted to us. One of which was to have our street name changed and provide a new postcode. As a result, we all unanimously agreed to have a new street name, with a new address and post code given to us and a Public Consultation was undertaken by SODC. The outcome of this Public Consultation was that 5 of the 9 houses were given a new street name of Birch Close with a new house number and postcode which allows for Royal Mail and delivery drivers as well as visitors, to come to the right side of the estate and park their vehicles closer to our homes and deliver our post and goods and services with no problems and less confusion.

In support of my representations above, I have sent a separate email to Christian Mauz to his email address with photographs as evidence to show the layout of this part of the development where the proposed bus gate is to be installed, so that the above representations can be read in conjunction with this email to provide further clarity to the

	<p>points I am making above and provides a street view of what is happening 'on the ground' and the layout of the road as it currently stands and will bring to life the problems we have experienced for several months since I have moved into my property.</p> <p>It has taken 7 months to resolve the ongoing issues myself and the other properties that are located in the small cul-de-sac have fought to change which has resulted in this part of the cul-de-sac having a new street name of Birch Close. The representations above and the supporting email and photographs are examples of the fact that I SUPPORT what is contained in this Public Consultation notice and I am therefore in AGREEMENT with the plans to install the bus gate shown as per the Consultation Plan and I wish for this to proceed as planned.</p>
(11) Local Resident, (Didcot)	<b>Support</b> - <i>No comments.</i>
(12) Local Resident, (Didcot)	<b>Support</b> - <i>No comments.</i>
(13) Local Resident, (Didcot)	<b>Support</b> - We Fully support the proposed plan and were aware of this when we purchased the property. As any changes to the plan may affect access to our property we would not be happy.
(14) Local Resident, (Didcot)	<p><b>Support</b> - We fully support the decision of the Bollards being placed where proposed.</p> <p>When we bought the house one of the things that made a big difference was the fact that it was going to be only buses passing and the road will basically stop there and we will have a road clear and normal access to our house.</p> <p>We all now due to the issues you already know have changed the name of our road as was the more logical thing to do. All addresses are changed, plates with new street name are in place etc.</p> <p>It does not make any sense to be other way now. The plan should be followed since the beginning. Everyone when bought the houses knew this was the plan as Taylor Wimpey showed it, so it is not fair, practical or logical to change it. So as a household we fully support the bollard's to be place as the plan and we hope this is sorted as soon as possible.</p>

(15) Local Resident, (Didcot)	<p><b>Support</b> - I would like to make the following points regarding the proposed Bus only gate. The plan includes signage to show a change in speed limit from 30 on Larch Drive to 20 on Diamond Drive. Rather than putting unnecessary additional signage at this point it would be better to reduce the speed limit at the entrance to Larch Drive to 20 for the whole of the Greenway estate in line with the neighbouring estate. Larch Drive has a play area for children and at either end of this section of the road there are bends where visibility is often restricted by vehicles parked on or near the corners.</p> <p>Additionally this section (by play area) of Larch Drive will need a yellow line on south side if a bus is going to be able to safely get passed as residents park outside their houses on the northern side of the road, and then visitors park on the south side turning this into a slalom track.</p> <p>Other than these comments I am supportive of the plans.</p>
(16) Resident, (Oxford)	<p><b>Support</b> - <i>No comments.</i></p>
(17) Resident, (Oxford)	<p><b>Support</b> - Easier to get around Didcot by bike with this.</p>

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Division(s): Sutton Courtenay and Marcham
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **SUTTON COURTENAY – MILTON ROAD: PROPOSED SHARED USE FOOTPATH / CYCLETRACK**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed widening of a footway to provide a shared use footpath/cycle track on Milton Road at the access point to an off-road cycled track between the Milton road and Milton Park.

#### **Executive summary**

2. Provision for cyclists and pedestrians is reviewed when there are changes to the road layout as a result of development, in the context of adjacent transport improvement schemes, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

#### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal – as shown at Annexes 1 & 2 - to designate a 20-metre length of existing footway as a shared use footpath/cycle track to facilitate access to and from an approved new off-road cycle route between the Milton road and Milton Park.

#### **Consultation**

4. Formal consultation on the proposal was carried out between 11 June and 3 July 2020. An email was sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Sutton Courtenay Parish Council and local County Councillor. Letters were sent directly to approximately 40 properties in the immediate vicinity adjacent to the proposals.
5. Eleven responses were received. 8 in support ,1 objection, 1 raising concerns and 1 not objecting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other comments**

6. Thames Valley Police did not object.
7. Sutton Courtenay Parish Council and the South and Vale District Council planning department support the proposal.
8. Cycling UK and Oxford Cycling network supported the proposal but suggested an amendment to the detail to facilitate access to and from the off-road traffic for cycles with trailers etc. to from Milton Road west of the junction with the off-road route. The scope to accommodate this suggested change will be investigated.
9. One objection was received from a member of the public on the grounds that a signalled crossing is required with appropriate detection of approaching cyclists given the limited visibility available for cyclists travelling north on the off-road cycle route as they approach the junction with the Milton Road. While noting this concern, the proposed uncontrolled crossing point is judged to be appropriate taking account of the visibility, traffic flows and speeds on the Milton Road and noting that uncontrolled crossings of this type are provided at many similar access points to off-road cycle routes – including those with similar visibility - and these have been found to operate with acceptable safety.
10. An expression of concern was received from a member of the public stating that they would like to see a separate cycle and pedestrian path and not a combined one. It should be emphasized that the proposed short length of shared use footpath/cycle track is required to assist cyclists joining and leaving the off-road cycle route and that some potential interaction between pedestrians and cyclists is unavoidable in this situation. However, experience of other shared use cycle tracks has been that both pedestrians and cyclists follow the advice set out in the Highway Code on the use of such facilities and it is not anticipated that there will be difficulties here.
11. Expressions of support were received from four members of the public.

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

12. The proposals would help facilitate the safe movement of pedestrians.

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

13. Funding for the proposed measures has been provided by the Science Vale Cycle Network project.

## **Equalities Implications**

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

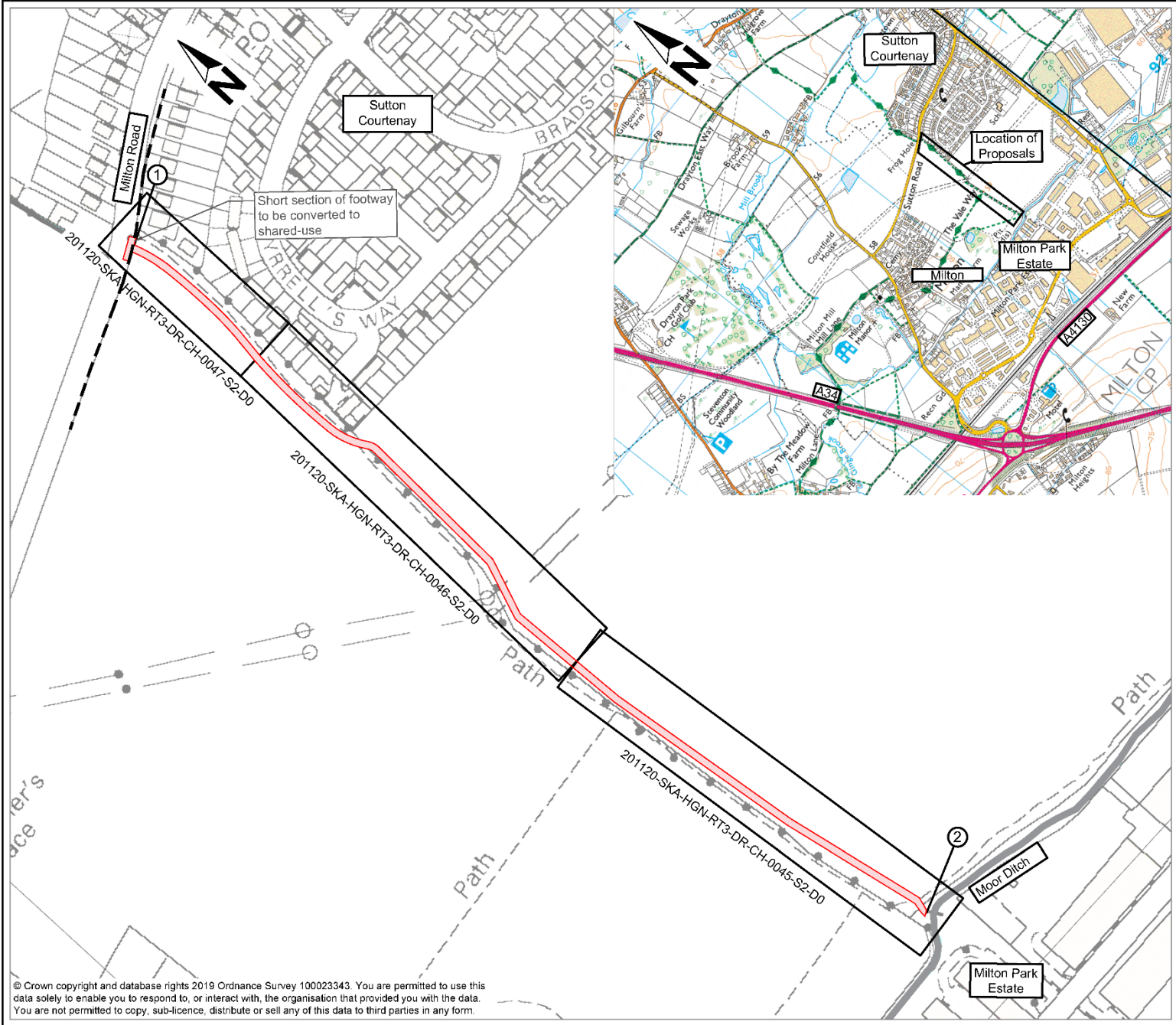


JASON RUSSELL  
Interim Director of Community Operations

Background papers: Plan of proposed shared use footway / cycle track  
Consultation responses

Contact Officers: Hugh Potter 07766 998704

July 2020



Key:

- Location of Proposals
- Overhead electric cables
- Highway Boundary

Notes:

- Grid Reference (449385E, 192799N)
- Grid Reference (449411E, 192080N)
- Nearest postcode to Route 3D: OX14 4DH

Rev	Date	Description	By	Chkd
3	11-06-20	Footway note added and key/notes amended	ZE	LMD
2	16-03-20	Amend highway boundary, EA notes	ZE	LMD
1	06-03-20	Add Highway boundary and amend notes	UNM	LMD

Rev	Date	Description	By	Chkd
Revisions				

Drawing Originator

**SKANSKA**

Working On Behalf Of



Drawing Status	SAP Code
Preliminary	

Project Name  
S-201120 Science Vale Cycle Network

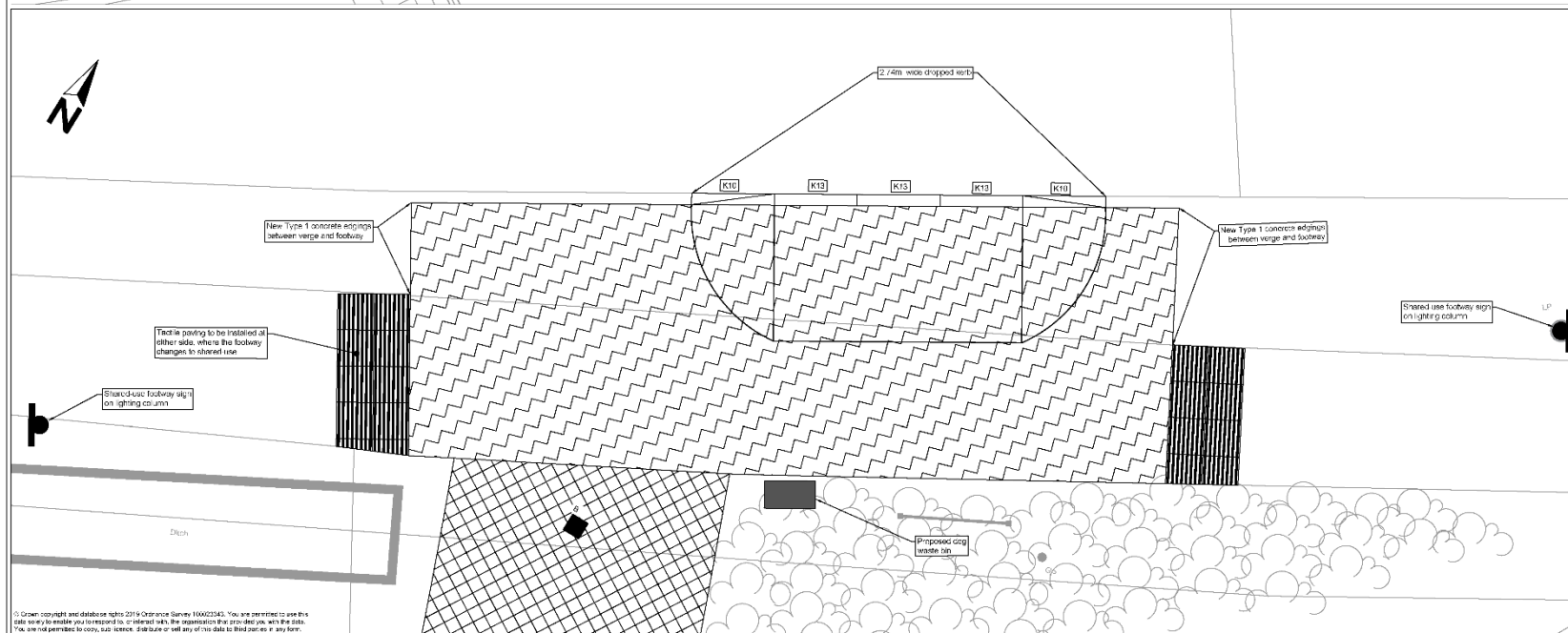
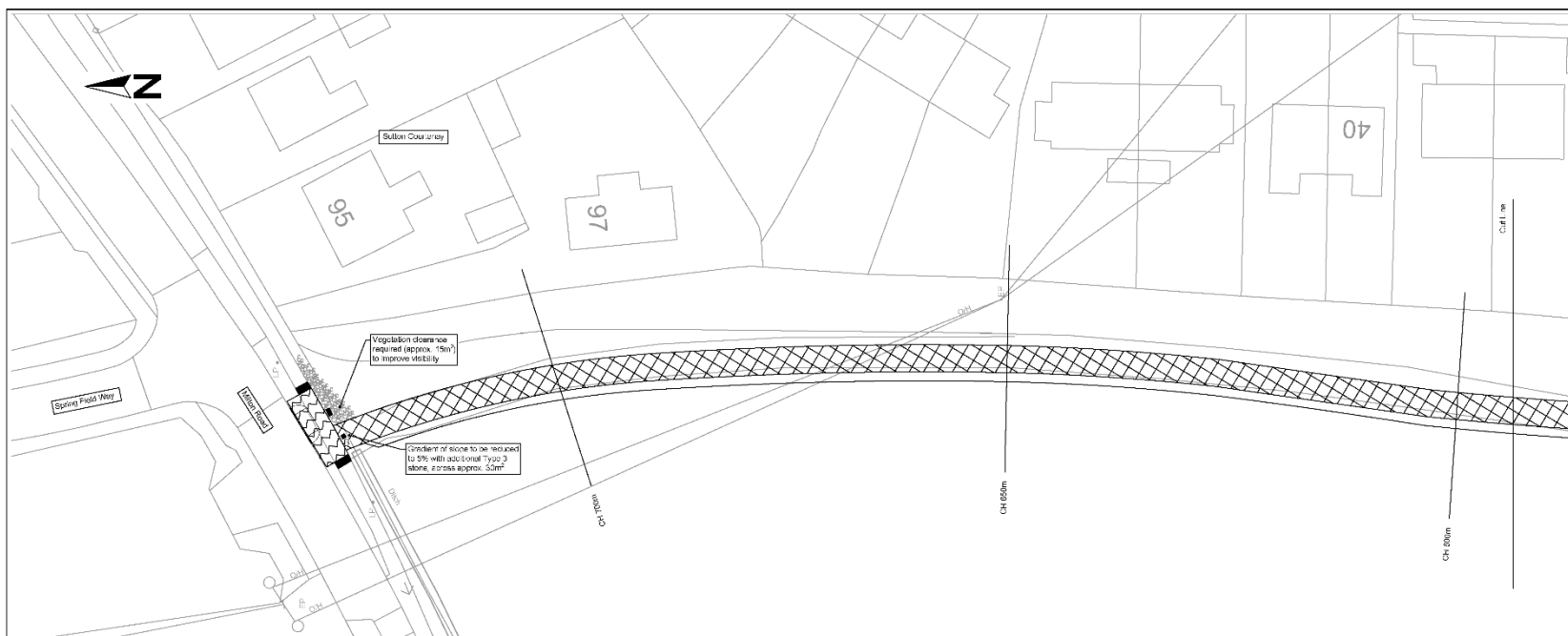
Title  
SVCN Section 3D Preliminary Design Location Plan

Original drawing sheet is A3




Scale to A3 NTS	Drawn by ZE	Checked by LMD	Approved by LMD
	Drawn Date 20-02-20	Checked Date 17-03-2020	Approved Date 17-03-2020

Drawing Number	Rev
201120-SKA-HGN-RT3-DR-CH-0043-P	P3

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Key

	Proposed Shared Use Cycle Track
	Footway to be converted to shared-use
	Corduroy Hazard Warning Tactile Paving (0.8m x approx. 1.6m on each side)

Notes:

1. Do not scale from this drawing.
2. Site verify all dimensions prior to construction.
3. Report all discrepancies to the Drawing Originator immediately.

**Residual Risk Assessment**  
Wherever possible, risk is designed-out of this proposal during the design process. Where this is not possible, the risk will be minimised and any residual significant risk will be noted and indicated by the symbol

**! SIGNIFICANT COMPLETION & SAFETY RISKS**

File	Date	Description	Em	Ordn
Twice this				

Drawing Original:

**SKANSKA**  
Working On Behalf Of  
 **OXFORDSHIRE  
COUNTY COUNCIL**

Drawing Status	RFI Code:
Detailed	
Project Name:	
S-201120 Science Vale Cycle Network	

Title	Journal/Source/Author
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SVCN Section 3D  
Shared Use-Footway Consultation

NTS	Entered by	Entered by	Approved by
	11-06-2020	11-06-2020	11-06-2020

Driving Number Flow

201120-SKA-HGN-RT3-DR-CH-0053-S2	IX
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Sutton Courtenay Parish Council,	<b>Support</b> - The Parish Council support this proposal.
(3) South & Vale District Councils, (Planning)	<b>Support</b> – The District Council is supportive of the proposal.
(4) Resident, (Abingdon)	<p><b>Object</b> – I write to object to the proposal to terminate section 3D of the upgraded cycle path north/south from Milton Park to Milton Rd Sutton Courtney on the grounds that with nil visibility of road traffic to the east until arrival at the junction, there is no safe way to approach the junction from the cycle path if it terminates and dumps bicycles onto the road.</p> <p>I urge instead that on safety grounds, a new pelican crossing with traffic lights be installed near to OS 494 927 at the end of bike path section 3D and the site of the proposed works, which presumably your office are the right people to specify.</p> <p>I further propose that bike motion sensors wired parallel to the usual pushbutton on pelican crossings be set so that bikes at a design speed of 25 km/h and not less than half that get a little green man at the crossing and go straight on North to proposed fast cycleway section 3C toward Abingdon.</p> <p>Whilst the 1970's wiring diagram of the pelican crossing from the TRRL might be lost or unavailable, I could start work on that immediately if requested to do so.</p> <p>One way in which this would differ from a usual pelican crossing is that for a North/South design speed of 25 km/h, absolutely flat crossing and road surfacing for the bikes should be specified. Pedestrians should have visibility and signage which does not lead to their stepping into the path of bikes. The pedestrian path might ramp down a few inches to the fast cycle path at either side of it. For 25km/h, the cycle path must not ramp at all.</p>

(5) Local Resident, (Sutton Courtenay)	<b>Concerns</b> - We need a separate cycle path and pedestrian path, not a combined one.
(6) Local Resident, (Sutton Courtenay)	<b>Support</b> - Strongly support this proposal and the cycle path plan to Milton Park. No-brainer. Please make sure that those with irrational fears about cyclists or the vocal minority do not scupper these plans. Serious consideration should also be given to how these proposals can usefully link with NCN5 at Peep O Day Lane by using Footpaths immediately north of these proposals (373/21, 192/10, 373/17). There should be more appetite to secure land and / or convert existing footpaths which provide direct links to major employment areas to encourage sustainable transport options.
(7) Local Resident, (Sutton Courtenay)	<b>Support</b> - No comments.
(8) Resident, (Abingdon)	<b>Support</b> - Long overdue cycle path. Lots of other places in Sutton Courtenay and the surrounding areas that need drop curbs or crossovers to allow cyclists to travel safely without having to constantly stop and get off and on the bike. With social distancing the need is greater than ever. Where cyclists meet pedestrians the cyclist is expected to move to the road to maintain distance but cannot easily return to the shared path without dismounting!
(9) Resident, (Oxford)	<b>Support</b> - Take space out of the carriageway to provide for this, rather than squashing cycles and pedestrians up together, please.
(10) Cycling UK Oxfordshire	<b>Support</b> - This scheme will be a welcome addition to the cycle network in this area. I have one issue to raise, the access alignment is not good from one direction. Approaching from/exiting to Sutton Courtney is fine. Anyone approaching from the west (from Milton Road) has rather a tortuous route to back track when making a turn. This would be made worse if using a child trailer/tag along to get their child to nursery as part of their commute to work. There should also be an entry/exit ramp immediately to the west of the cycle track. Something on the line of the access point photo attached. This shows the sort of layout, even if in this case the small print (or lines/tactile slabs) of the photo

	<p>say one of the lowered kerbs is for pedestrians.</p> <p>It is one of those details that change a facility from a facility into a well-designed facility.</p>
(11) Oxfordshire Cycling Network	<p>We support the general proposal that there is a 10-metre section of shared use track and a junction at this point.</p> <p>The track specification looks good and the bollard should be passable by larger and 'inclusive' cycles.</p> <p>However, we think the junction could be better designed to support all the possible cycling movements. Specifically this design makes it very difficult to enter or exit the new track from the west.</p> <p>Shifting the dropped kerb to align with the track would achieve this. Even better would be to build in a 'protected exit' to the west. A sketch is attached to clarify this.</p>

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Division(s): Abingdon North
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **ABINGDON – BOULTER DRIVE, CULLERNE CLOSE AND LOYD CLOSE – PROPOSED WAITING RESTRICTIONS**

**Report by Interim Director for Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions at Boulter Drive, Cullerne Close and Loyd Close Abingdon as advertised.

#### **Executive summary**

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

#### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal to provide no waiting at any time and no waiting between 9am and 5pm Mondays to Fridays at Boulter Drive, Cullerne Close and Loyd Close, Abingdon.

#### **Background**

4. The above proposal as shown at Annex 1 has been put forward by the local member in response to concerns over safety and the obstruction of traffic arising from parking on the bend on Boulter Drive, around the Boulter Drive/ Cullerne Close & Loyd Close junctions and within Loyd Close itself.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 5 February and 6 March 2020. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Abingdon Town Council and local County Councillor. Street notices were placed on site and letters sent to approximately 120 properties in the immediate vicinity, adjacent to the proposals.

6. Thirty-five responses were received. Nine (26%) objections, 25 (72%) in support and one making observations but no objection. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

7. Thames Valley Police have not objected to the proposals in principle but asked that their comments around displacement of the parked vehicles and their availability to enforce the restrictions be noted.
8. The partners from Long Furlong Medical Centre on the corner of Boulter Drive and Loyd Close fully endorse the proposed parking restrictions but wished to have several points around the current parking situation noted/considered (these are recorded at Annex 2).
9. Objections have been received from a local business, a local group and seven residents broadly on the grounds of a) where will the displaced vehicles now park; b) will the restrictions be enforced and c) in respect of the residents who have a No Waiting Mon. to Fri. 9am – 5pm restriction outside of their property, where will their visitors or trades people park.
10. In response to point 'a', safer alternative on street parking is available on Boulter Drive, west of Loyd Close and in the car park at the west end of Boulter Drive, adjacent to Long Furlong Community Centre. This car park is only 140m from Loyd Close and the Long Furlong Medical Centre.
11. In response to point 'b', it is acknowledged that Thames Valley Police are unlikely to carry out regular enforcement at this location due to limited resource and other priorities. However, the yellow lines and upright signs will act as a deterrent and the County Council, together with the District Council, is moving towards Civil Parking Enforcement.
12. Lastly, responding to point 'c', the majority of residents who will have the single yellow line outside their property have driveways that can accommodate two vehicles. The Mon. to Fri. 9am – 5pm restriction allows parking to take place in the evening, overnight and at weekends and, as mentioned above, alternative on street parking is available in the vicinity.

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

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

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

14. Funding for the proposed measures has been provided by the Abingdon North County Councillor through their 'Councillor Priority Fund' and by S106 contribution.

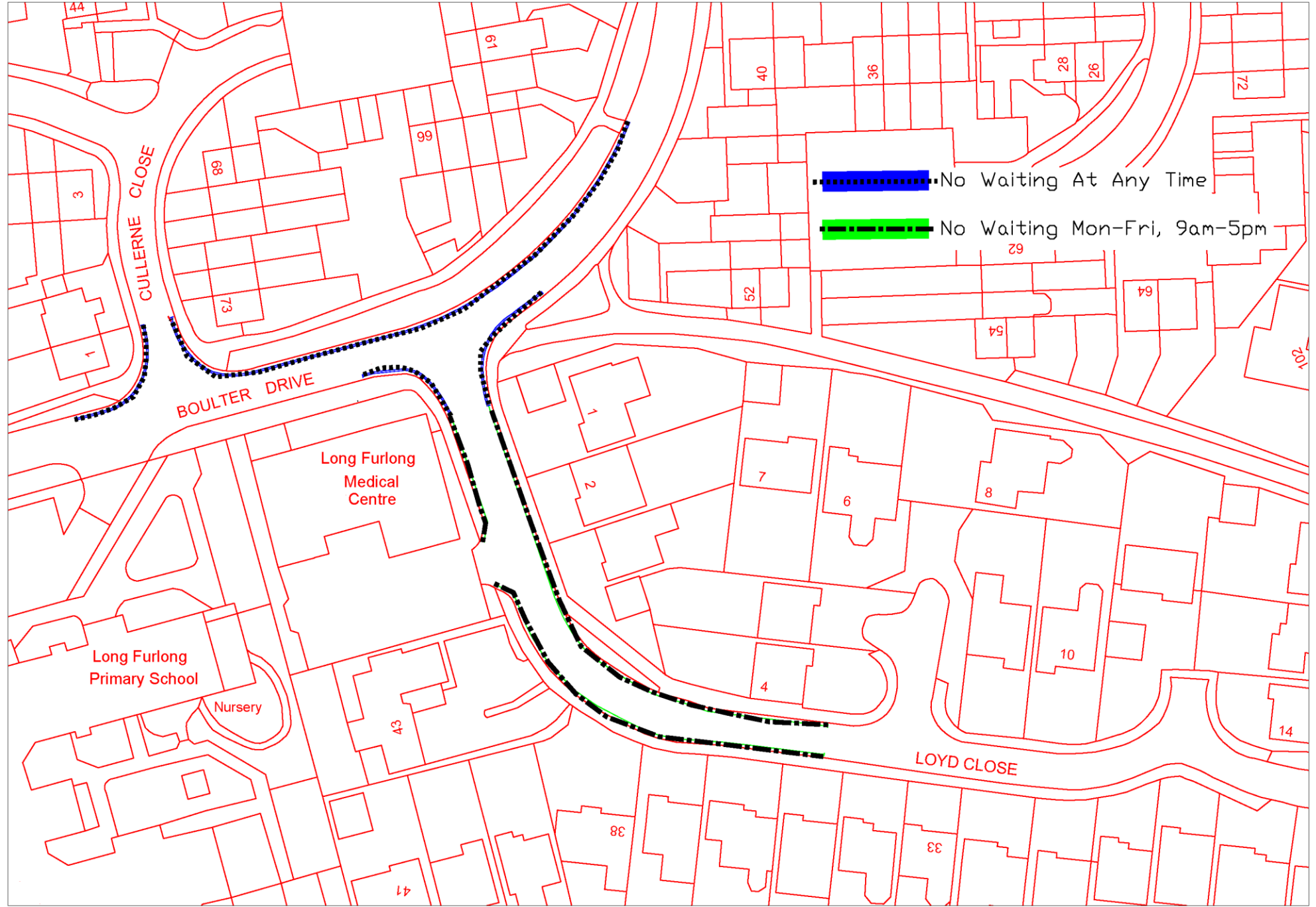
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed waiting restrictions.  
Consultation responses.

Contact Officers: Hugh Potter 07766 998704  
Lee Turner 07917 072678

July 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle I have no objection but ask the following comments are noted.</p> <p>The only road affected by parked vehicles during my visit was Boulter Drive. Removing these vehicles will no doubt result in displacement. Has this been considered?</p> <p>Such restrictions must be reliant on good driver behaviour. Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers. In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes.</p> <p>However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Local Medical Practice, (Abingdon)	<p><b>Support</b> – The partners fully endorse the proposed parking restrictions however they would like the following to be noted and considered:</p> <ul style="list-style-type: none"> <li>• The current parking situation at Boulter Drive and Loyd Close is dangerous and has to be resolved in a way that limits the effect on households, businesses, the medical centre and school.</li> <li>• The medical centre has a travel plan in place. Staff who are able to cycle to work and / or car share do so. Home working for management team is supported where it is practical to do so.</li> <li>• Support staff are asked to not use the medical centre car park so that it is available for our patients and the GPs.</li> <li>• Our practice list size continues to grow and we are anticipating significant housing growth within the practice boundary which will only add to the difficulties with parking.</li> <li>• To deal with the extra patient list size we have to increase our staff numbers - clinical and non-clinical.</li> <li>• We are therefore proposing an extension to the Boulter Drive car park using Section 106 money. This additional car park facility would be reserved for employees of the practice, school, pharmacy and nursery during normal working</li> </ul>

	<p>hours but also provide additional parking for the community centre and local households during evenings and weekends. (I have attached a map outlining the area that could be suitable for the additional parking facility.)</p> <p>This would provide a solution that would be of benefit to the whole community.</p>
(3) Local Business, (Abingdon)	<b>Object</b> – I have emailed all my strong objections regarding this
(4) Local Group, (Abingdon)	<b>Object</b> – I object to these proposed parking restrictions
(5) Local Resident, (Abingdon)	<b>Object</b> – Would just like to ask where the traffic will be dispersed to? Will these proposals simply move the issue to another part of the estate without actually resolving the root cause? Will we see a build-up of "parked cars" in Woodley close for example?
(6) Local Resident, (Abingdon)	<b>Object</b> – The current proposal does not provide alternative parking. Where are these cars going to park? In reality this will only move the problem further down into Loyd Close and up Boulter Drive. What will be done about people parking further down in Loyd Close causing problems to residents? At the moment people who work at the Doctors park on Boulter Drive where will they park? We were assured staff would park in the car park by the community centre or cycle to work. This has not happened as I see the same cars parked there every day. Will this be enforced or will they park outside my house? Also, who will police these restrictions?
(7) Local Resident, (Abingdon)	<b>Object</b> – I would object to these parking restrictions without the council providing further parking. If further parking other than the community centre car park, could be increased then I would support the restrictions. However currently there are very few areas where staff, patients, visitors etc to the Medical Centre can park. Despite aiming to park in the community centre car park - it is constantly in use especially at peak times with parents collecting their children from school - it is at these times that parking and driving along Boulter Drive is dangerous. With the extra patients expected to the practice, with new homes being built nearby, this issue will only get worse without further parking provision.

(8) Local Resident, (Abingdon)	<p><b>Object</b> – I work at the Gp practice on the corner of Loyd Close. Myself and my colleagues have concerns re your proposals as to restrict the parking will just create problems elsewhere, but the amount of parking available in the car park at the end of the road opposite the community centre is wholly inadequate for the volume of traffic and poorly lit. What plans has the council got to enable us all to park safely?</p> <p>There are many community venues affected, school, nursery in Loyd close and the community centre as well as the Medical Centre.</p>
(9) Local Resident, (Abingdon)	<p><b>Object</b> – I work at Long Furlong medical centre on Loyd close. I am objecting to the parking restrictions because of the lack of safe parking.</p> <p>when these parking restrictions come, I am unsure where I am to park on Thursday. Weight watchers and drop off for school fill up the parking at the community centre, myself and patients have to park further down the road. I start at 9:30, after taking my children to school in Grove and have to drive to work to start on time.</p> <p>The car park needs to at least double in size and have more lighting. I do not feel safe walking to my car at 18:40 in the winter months. I have to walk to my car by myself. There is only one street light that is outside the community centre, if I have had to park on the other side of the car park there is no light.</p> <p>There is a very open green area next to the car park which makes it even darker in the winter but does provide area for the council to make more car parking that is well lit.</p>
(10) Local Resident, (Abingdon)	<p><b>Object</b> – I wish to strongly object to any parking restrictions on Loyd Close. This whole process of parking restrictions was instigated by one household. The issues that they had, I have never encountered and I have lived in Loyd Close for 25 years. The person who raised the issues has since moved out of Loyd Close. Therefore, I hope that my objections are taken as seriously as theirs on this issue.</p> <p>The Local District Cllr took it on himself to ask residents (online survey) of Loyd Close their views on parking restrictions after I had already aired my objections to any parking restrictions both verbally and in writing.</p> <p>The results of the survey were sent to me in an email from Andy Foulsham (see attached). Andy said that “80% of Loyd close residents were in favour of some parking restrictions”. That is a gross distortion of the results of the survey he carried out. Only 50% of Loyd Close residents replied (22 or 23 of the properties surveyed). It could be construed</p>

that the other 50% of residents did not have an issue with the traffic or want parking restrictions. Only people who feel strongly one way or another (myself included) reply to these surveys. The result is 18 properties out of 45 are in favour of some parking restrictions (not a majority, 40% of all residents, not 80% as stated).

We object to these proposed parking restrictions for the following reasons:

When 2 Loyd Close was purchased there were no parking restrictions as with most residential areas. When the Vale of White Horse approved the building of the extension to the surgery and the pharmacy it was deemed that there would be no detrimental effect on traffic in the area, which on reflection, for a council, was naïve. It's because of this decision to create a large doctor's surgery and pharmacy in a residential area that we are where we are.

It is very unfair that the first houses on both sides of Loyd Close would be discriminated against in relation to on road parking (no other houses have parking restrictions in the area e.g. Boulter drive, Alexander Close and Hanson Road) all because of a decision made by the Vale council, which was objected to, for these very reasons, by the residents of the area.

Summary of objections:

- Parking restriction would have a detrimental effect on the house prices of those affected namely numbers 1 to 3.
- The traffic survey carried out as part of the planning permission indicated that there would be no greater amount of traffic and therefore no disruption to residents and the school. Should we conclude that this was a biased survey, carried out at a time which suited the developers. Therefore, they would get the planning permission for the surgery extension.
- This is a residential area and nowhere else in Abingdon are there any such yellow lines and parking restrictions (despite these areas having cars parked either on one or two sides of the road).
- Parking problems are no different to other areas of Abingdon (despite these areas having cars parked either on one or two sides of the roads) and parking restrictions have not been implemented in those areas.
- Parking restrictions outside the surgery and pharmacy will only move the perceived problem to further down Loyd Close and other surrounding streets. People will still need to visit the doctors and/or the pharmacy. The parking problem will just be moved elsewhere. There will be the same number of vehicles entering Boulter drive looking for parking as close to the medical centre as possible.
- The real issue is the approval of the pharmacy in a residential area with not enough parking. There is provision for 12 spaces for patients (woefully inadequate for 9500+ patients) and at time up to 5 of these are utilised by staff. If these were free for the public as intended the need for parking restriction would be somewhat mitigated. There is a car park very close to the surgery at the end of Boulter drive (opposite the community centre) which is empty during the day that staff working at the doctors could use.
- When the pharmacy was approved, a travel plan to reduce staff parking in the car park for the surgery was agreed



	<p>with the Vale and we are now being told by Diana Donald, Practice Manager, that this plan is no longer applicable as they have increased patient numbers and therefore staff numbers. These additional staff have to park somewhere.</p> <ul style="list-style-type: none"> <li>• On a final point the parking restrictions on Boulter drive are ill conceived. Parking restrictions on one side will only lead to cars parking on the opposite side. This will result in what occurs now, cars will continue to block one side of Boulter Drive.</li> </ul> <p>If parking restrictions were implemented would they be policed, otherwise that would be another waste of council time and money. If we had no choice but to have some parking restrictions thrust upon us, then residents parking would be the only option we would consider. If not, we would need some other way to allow residents affected to continue parking outside their homes. In my view residents parking for those affected in Loyd Close would be the most positive move by the council. A residents parking scheme would need to be flexible so that residents are able to have visitors and potentially tradesmen parking outside their property.</p> <p>Other issues not solved by parking restrictions</p> <ul style="list-style-type: none"> <li>• Drivers performing three-point turns in the car park entrance.</li> <li>• Drivers leaving the car park without looking causing near misses which I have witnessed.</li> <li>• Surgery staff parking in the surgery car park (I do not see why I should be restricted from parking outside my house when surgery staff who are not meant to park in the car park routinely do).</li> <li>• A minimum of 6 deliveries in large vans to the pharmacy every day, reversing into the car park and obstructing the car park entrance.</li> <li>• People parking directly opposite the door go to the pharmacy quickly - they will still do this even with a single yellow line in place.</li> </ul> <p>In summary, we are opposed to any parking restrictions proposed in Loyd Close and want things to remain as they are. We were dismayed to see markings already on our road for the proposed restrictions before this consultation had started.</p>
(11) Resident, (Radley)	<b>Object</b> – No comments.
(12) Local Resident, (Abingdon)	<b>Support</b> - No comments.

(13) Local Resident, (Abingdon)	<p><b>Support</b> - These road markings are required to avoid potential car accidents or worse. As a local resident, I often need to exit Cullerne Close at a crawl due to inconsiderate people parking on the bend. In addition - and despite ongoing, clear and polite efforts by the surgery - people continue to park on Loyd Close posing a hazard and inconvenience to others. I have two concerns:</p> <p>1. How will this be regulated? People already choose to ignore the surgery signs about not parking on Loyd Close so I am sure they will also ignore road markings unless they are fearful of traffic wardens and ticketing.</p> <p>2. I would consider extending the no waiting at any time markings to include the bend (not just the corner) of Boulter Drive. I am already faced with oncoming traffic on my side of the road every morning as I round the bend.</p>
(14) Local Resident, (Abingdon)	<p><b>Support</b> - I think this is a brilliant idea. It is extremely difficult to see in both directions when coming out of the Cullerne Close turning. Also, as a pedestrian its quite precarious to cross the road, especially with young children.</p>
(15) Local Resident, (Abingdon)	<p><b>Support</b> - I fully support this idea but will it be enforced? as the police are far too busy, will the traffic wardens be travelling to this part of town? its needed but if it's not enforced it would be a waste of money...</p> <p>I would also recommend that the double yellows are extended further round the boulter drive bend before Loyd close as anytime of the day it's a bit of a blind bend with the added inconsiderate parking. on countless occasions I have nearly had head on collisions from multiple factors from low sun to bad driving.</p>
(16) Local Resident, (Abingdon)	<p><b>Support</b> - No comments.</p>
(17) Local Resident, (Abingdon)	<p><b>Support</b> - As a resident of Loyd Close, I have for done time found the parking situation dangerous and frustrating. People park so that I arrive at the Boulter Drive/Loyd Close junction on the wrong side of the road. I have had people reverse along the pavement towards my children and I walking to the local school, and the road is often narrowed in such a way that emergency services and deliveries can't get through.</p>

(18) Local Resident, (Abingdon)	<b>Support</b> - Parking controls are sorely needed for this area in close proximity to a primary school. Ideally signs directing people to the community centre car park should be set up. I was under the impression that planning permission for the surgery pharmacy was contingent on parking controls; if parking controls are not introduced does this have any bearing on whether the pharmacy is operating legally?
(19) Local Resident, (Abingdon)	<b>Support</b> - Currently it is unsafe for pedestrians and other car users with the amount of cars that park opposite and right next to the junction. I worry there will be an accident considering there is a primary school just down the road.
(20) Local Resident, (Abingdon)	<b>Support</b> - No comments.
(21) Local Resident, (Abingdon)	<b>Support</b> - As a resident of Loyd Close I've almost had a couple of accidents trying to turn into the Close because of the numerous cars parked on the corner especially during school hours. I'm confident this will help prevent likely accidents and we fully support the parking plans and hope they are passed and implemented as soon as possible.
(22) Local Resident, (Abingdon)	<p><b>Support</b> - Action as proposed urgently needed before accidents occur Restrictions should be extended further up Boulter Drive, on both sides of the road, as traffic parked here seriously impedes the approach to the busy junction with Loyd Close.</p> <p>Action is also urgently needed at the Boulter Drive/Dunmore Road Junction before more accidents occur there. We need a traffic island to allow Long Furlong residents to turn right in rush hour without taking stupid risks or making lengthy diversions.</p> <p>And this is before the new houses create more traffic!</p>
(23) Local Resident, (Abingdon)	<p><b>Support</b> - I support this in broad principle but believe this needs to go further in order to improve safety aspects. As it stands this proposal could make it safer to exit and enter Loyd Close (something I do regularly as a resident of the road). Hopefully with fewer/ no cars parked on the corners of Loyd Close or on Boulter Drive I will be able to see cars coming towards me from the right (along Boulter Drive when exiting Loyd Close).</p> <p>However, it does not extend the No Parking At Any Time restrictions far enough on the south side of Boulter Drive going north-east towards Dunmore Rd. This restriction needs to cover the whole of the bend - when coming down</p>

	Boulter Drive towards Loyd Close it impossible to see what traffic is coming towards you round the bend if you are having to overtake traffic parked on the bend on your side.
(24) Local Resident, (Abingdon)	<b>Support</b> - No comments.
(25) Local Resident, (Abingdon)	<b>Support</b> - No comments.
(26) Local Resident, (Abingdon)	<p><b>Support</b> - The 81m parking restrictions in Loyd Close should extend another 4m making it 85m in total to take restrictions up to the corner both sides of road.</p> <p>The no parking at any time in Boulter Drive should extend to the junction of Gibson Close both sides of the road.</p>
(27) Local Resident, (Abingdon)	<b>Support</b> - This is a great idea, as I constantly fear another vehicle crashing in to me as I leave Cullerne Close, where I live. But I also fear that this will not solve the problem. Unless someone is seen enforcing the restrictions, they will be ignored. It will also, likely, relocate the people parking, further in to Cullerne close and not also actually prevent cars parking on the bend between Loyd Close and Gibson Close, which is also a hazard, given the speed that cars travel up and down the road.
(28) Local Resident, (Abingdon)	<b>Support</b> - As a resident of Loyd Close, I will welcome the parking restrictions as I think it should ensure that all vehicles entering and leaving Loyd Close will be able to do so safely.
(29) Local Resident, (Abingdon)	<b>Support</b> - This will make our residential road safer and better to live in than at present.
(30) Local Resident, (Abingdon)	<b>Support</b> - I would suggest that the limited parking in Loyd Close be extended from 9.00 a.m. to 8.30 a.m. as this is when the school drop off time and the surgery opening time occur, in addition to the Kindergarten children arriving as well. By 9.00, most of the children both at the school and at the nursery will be in their respective buildings.

(31) Local Resident, (Abingdon)	<b>Support</b> - Restrictions on Lloyd Close should start at 8:30 not 9:00 - the Nursery on Lloyd Close opens before 8:30 (8:00 I think), the Surgery opens at 8:30 as does the school. So 8:30 to 9:00 is a time of peak traffic.
(32) Local Resident, (Abingdon)	<p><b>Support</b> - I totally agree that something must be done about access in and out of Loyd Close and Cullerne Close due to the numerous cars parking on Boulter Drive. I have reported the matter to the police about cars parked close to and on the junction leading into Culleme Close, but they said that nothing would be done about the problem unless there \Was an accident!</p> <p>I don't use the Loyd Close junction, but leaving Culleme Close is very difficult due to restricted views to the left and to the right which means that you cannot see if it is safe to proceed without having to venture more than half way across the road and suddenly having to break as unsighted cars either leave or head to the school or community centre. Another problem which make things even more difficult is that the morning sun shines straight into one's eyes as the car leaves Culleme Close.</p> <p>Once the kerb opposite the health centre is packed with cars, those wanting to visit the centre, park on the left of Boulter Drive on the bend in the road leading towards Loyd Close. This blocks the view of the junction at Loyd Close and you just have to pass the parked cars and hope that you don't meet a car coming the other way. The cars parked on the right opposite the health centre then come into play stopping you from seeing traffic coming from the school or community centre, meaning that one of you will have to give way at the last minute.</p> <p>The fact that there hasn't been an accident is remarkable, but there have been numerous disagreements between drivers over right of way, with the flashing of lights, tooting of horns and 1mnecessary gesticulation ... usually from those not living on the estate. Unfortunately, No. 1 Culleme Close park their car outside their house which means that all cars entering the close have to do so on the wrong side of the road. Cars entering and leaving at the same time always end up on a collision course. Even if the car is not there, those entering automatically cut the corner on the assumption that their entry into the close will be restricted - again, the police were not interested. The health centre has limited parking for their patients, but most don't even bother to see if there is a space. There is also parking available at the end of the road at the community centre which means an 'inconvenient' walk of a few metres, but not as inconvenient as the problems created by the current parking situation in om residential area which is always busy due to the health centre, the community centre, and the school, with a high percentage of parents using their cars to take and pick up their children.</p> <p>Clearly, there will be objections from some people, but these will probably be from those who use the health centre occasionally and not from those of us who have to use this section of the estate every day.</p>

(33) Local Resident, (Abingdon)	<p><b>Support</b> - principle I approve of the proposal. But I have the following comments:</p> <p>1. One issue the proposal does not address is the limited visibility when driving down Boulter Drive towards the doctors' practice with cars still being allowed to park on the left side of the road. So, I would suggest extending the double yellow line section to match the start point of that on the north side of Boulter Drive.</p> <p>2. Where will the parked cars go to when these yellow lines are implemented? One suggestion is to install some parking bays along the north side of Boulter Drive in place of the grass verge in the area mostly marked by the double yellow lines.</p> <p>The demand for additional parking in this area is obvious and will continue regardless of the yellow lines and the additional 1200 houses shortly planned for the immediate area will only increase demand on parking even higher.</p>
(34) Local Resident, (Abingdon)	<p><b>Support</b> - 100% in favour. The cars and vans that currently park at the above make negotiating a danger and in my opinion a big road issue.</p>
(35) Local Resident, (Abingdon)	<p><b>Support</b> - Long Furlong has a large car park a short walk from the surgery and school which, on most occasions, can well accommodate cars that have been parked in the areas referred to. When I moved to Cullerne Close thirty years nobody would have dreamt of parking on Boulter Drive bend or it's road junctions.</p> <p>One day sadly somebody did park on the road and it seems that others copied. Thank you for drawing attention to the risks. Twice I have put notices on 'Fix my Street' asking for restrictions (including a lower speed limit) to be put in place. I'm concerned about:</p> <p>(i) traffic coming around the bend to fast.</p> <p>(ii) parking over or near the 'slow' marking on the bend - particularly large vehicles at night.</p> <p>(iii) parking on Boulter Drive (North and South sides) at the Cullerne Close junction - I nearly had a collision pulling out of the Close, I have spoken to people involved in a collision. Relatives who visit me fear the junction. It is a crossing place for people going to the surgery and children to school.</p>

	<p>I am hoping that the proposals get passed. I hope that the double yellow lines also get extended to cover the south side of Boulter Drive, opposite the Cullerne Close entrance as I think there will still be a problem for exit of cars from Cullerne Close. Possibly only Blue Badge parking should be allowed on the South side.</p> <p>I'm also hoping that the surgery and school will encourage use of the Boulter Drive Car Park. There was a statement on the surgery website that includes:</p> <p>"The surgery is a modern medical centre conveniently situated in the Long Furlong housing estate in Abingdon. It has its own car park with a disabled parking bay and ramps to the main entrance. If the car park is full please park considerately and safely along Boulter Drive or in the public car park at the end of the road which is just a 2-minute walk from the surgery."</p> <p>I feel that this should be amended so it does not suggest safe parking is possible but rather specifies that people must not park on the bend or near or opposite road junctions.</p>
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Division(s): North Hinksey
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **CUMNOR - CUMNOR HILL & SIDE ROADS: PROPOSED 30MPH SPEED LIMIT**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed 30mph speed limits as advertised.

#### **Executive summary**

2. Speed limits are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member, local councils or other parties due to concerns over road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce a 30mph speed limit on Cumnor Hill in place of the existing 40mph speed limit and also a 30mph speed limit on the Kimmeridge Road residential development.

#### **Background**

4. The above proposals as shown at Annex 1 have been requested by Cumnor Parish Council and, if approved, would be funded from s106 contributions received from developers, the Area Parish Support budget and Cumnor Parish Council. Three speed surveys (funded by Cumnor Parish Council) were carried out to confirm that existing traffic speeds were compatible with a 30mph speed limit without additional supporting traffic calming measures.

#### **Consultation**

5. Formal consultation was carried out between 4 June and 3 July 2020. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Cumnor Parish Council and local County Councillor.
6. 358 responses were received. 332 in support (93%), 16 objections (4%), 9 raising concerns and one non-objection.

7. The twenty-six responses identified as coming from a 'key-stakeholder' or objecting or raising a concern are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

8. Thames Valley Police, while expressing no objection, did express a concern that the current speeds while within the threshold recommended for a 30mph speed limit were in some cases at the margins and that the speed reductions will likely be marginal, noting also that the removal of the 40mph repeater signs might – as 30mph repeater signs cannot be used due to the presence of street lighting – also serve to reduce the effect of the proposed reduction. The police also noted that they could not guarantee enforcement of a 30mph limit.
9. County Councillor Susanna Pressel, the member for Jericho and Osney, expressed an objection on the grounds that a 20mph rather than 30mph speed limit should be introduced. It is not, however, considered that a 20mph limit would comply with national guidance on setting local speed limits.
10. The Vale of the White Horse District Council did not object.
11. Thirteen objections and eight expressions of concern were received from members of the public. These were mainly on the grounds that the current 40mph speed limit was considered appropriate but also included suggestions for amendments to the proposals, including retention of part of the 40mph speed limit at the south west end of the road, introduction of a 20mph limit on part of its length and also that the remaining length of 40mph speed limit on the Oxford Road leading to Cumnor village should be reduced to 30mph.
12. Noting the above responses, it is considered that the proposal is consistent with national advice on setting local speed limits. Nevertheless it is agreed that consideration could be given to reducing the speed limit on the part of Oxford Road currently remaining at 40mph subject to funding being found.
13. Three hundred and thirty-two responses in support were received from members of the public.

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

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

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

15. Funding for the proposed speed limit has been provided from s106 contributions received from developers, the Area Parish Support budget and Cumnor Parish Council.

## **Equalities Implications**

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

JASON RUSSELL

Interim Director of Community Operations

Background papers:      Plan of proposed speed limits.  
   Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
   Lee Turner 07917 072678

July 2020

Drawing No.		Revision	
0		0	

**Key**

- Proposed 30mph Speed Limit extension in place of existing 40mph
- Proposed 30mph Speed Limit in place of existing 40mph from a previous consultation
- Existing 30mph Speed Limit (to remain)
- Existing 40mph Speed Limit (to remain)
- Non highway

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title**

PROPOSED 30 MPH SPEED LIMIT EXTENSION

**Drawing title**

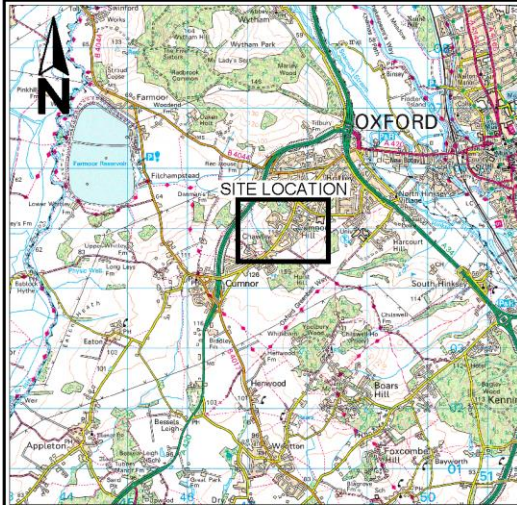
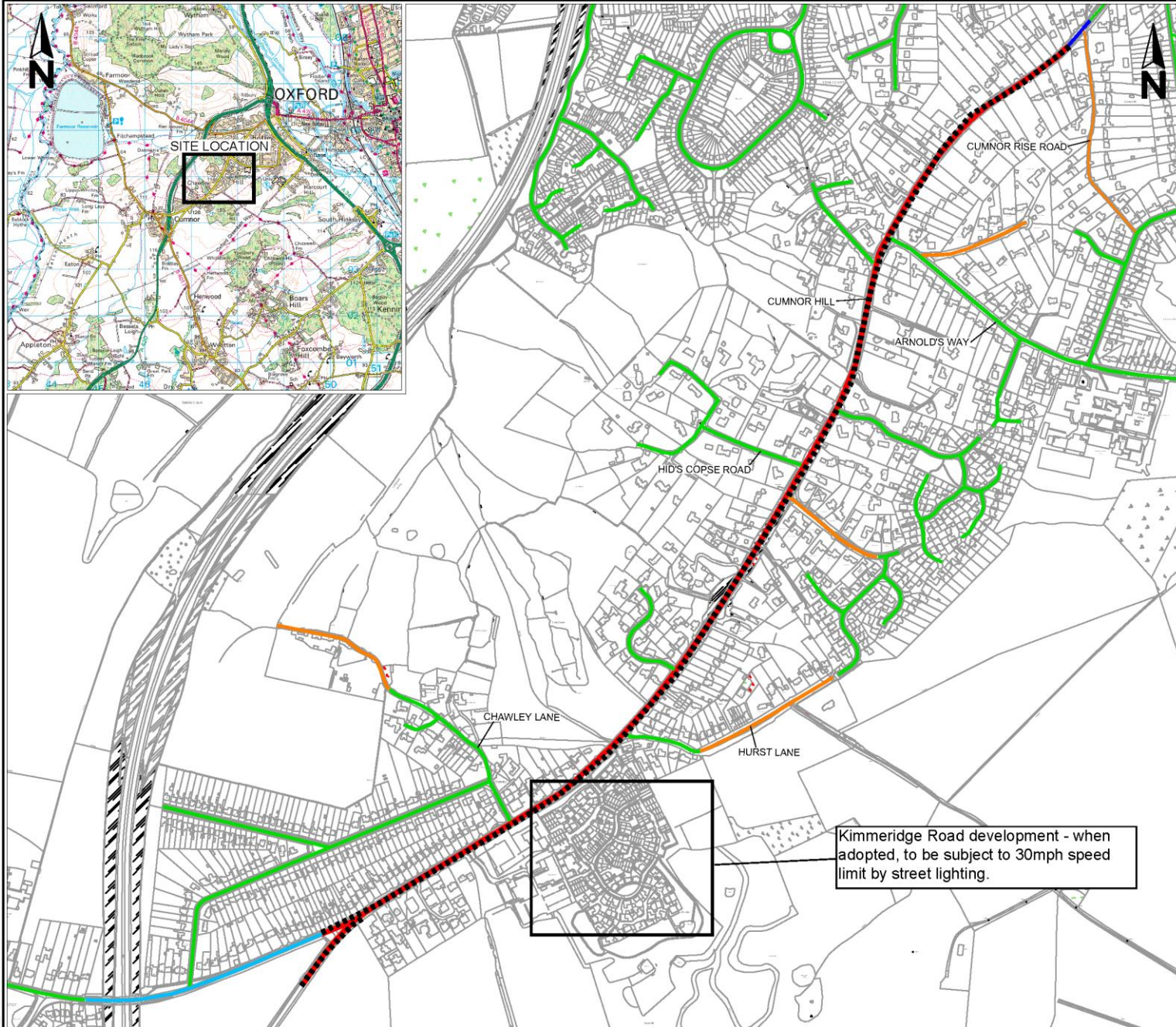
CUMNOR HILL

**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	05/20		

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – The proposals outlined for Cumnor Hill and based on the speed data gathered and means speeds recorded, I do not object but do have concerns on the possibility of poor future compliance of the new speed limit.</p> <p>Although recorded mean speeds may suggest the lowering to 30 is appropriate. I would point out they are very close to our speed limit prosecution threshold at some sites.</p> <p>This might suggest at least 50% of traffic is likely to be travelling over that threshold. 85th percentile speeds would suggest the current 40 mph speed limit to be more appropriate.</p> <p>Under the current 40 mph speed limit this road has previously been subject of complaints especially at the Cumnor end. Changing the speed limit to 30 will remove all reminder signs due to the presence of street lighting The terminal signs at West Way will also disappear joining Cumnor Hill to the Oxford City speed limit.</p> <p>Lowering the speed limit, I'm sure will achieve a small reduction in current speeds by some responsible drivers, however if compliance is found to be poor the Authority needs to consider future engineering measures and should not automatically place any burden upon Thames Valley Police in terms of enforcement activity.</p>
(2) Local County Cllr, (Jericho Division)	<p><b>Object</b> – 30mph is too fast. A school pupil was hit by a vehicle recently and badly hurt. At 20 mph the injuries would almost certainly have been much less serious.</p> <p>I have just been told that the bus service used by hundreds of school pupils is about to be discontinued. Many will be forced to walk or cycle, although some of them won't be used to it. It will be good for their health to use active travel BUT it has to be safe, so we need traffic speeds reduced. Also their parents will be more likely to let them walk or cycle, if they are not so worried about traffic speeds. Please make this 20 mph. It will lengthen car journey times by only a few seconds!</p> <p>I'm writing on behalf of hundreds of the people I represent.</p>

(3) Vale of White Horse District Council	<b>No objection</b>
(4) Local Resident, (Oxford)	<b>Object</b> - The limit should be 20mph in line with Covid-19 guidelines on transport, to encourage and make cycling safer.
(5) Local Resident, (Oxford)	<b>Object</b> - 40mph is slow enough already for that road.
(6) Local Resident, (Dry Sandford)	<b>Object</b> - I think there are other safety measures that could be considered on this road. Near Arnold's Way where children cross Cumnor hill regularly there should be a zebra crossing. Possible a crossing of some sort at Kimmeridge road area. If you reduce Cumnor Hill to 30 mph the side roads like Kimmeridge road should be considered and reduced to 20 mph. A cycle path is needed preferably both sides of the road. The 13 yr old involved in the accident that happened walked out into the road behind a bus I believe which was unfortunate so the speed of the travelling vehicle wasn't the direct cause of this incident.
(7) Local Resident, (Oxford)	<p><b>Object</b> - One understands that the injured girl stepped out from behind a bus and was on her phone.</p> <p>Having lived on the Hill for 35+ years, as a child i never played on the road, and, indeed, no children ever play on the road - as i go up and down it 6/7 times a day for 35 years.</p> <p>That is 76,650 trips and never once seen anyone playing.</p> <p>It is an absurdity to propose a downgrade to the limit, for such an essential travel route; if you want to do something useful, stop all the development workers from being able to pull up on the road; this is by far a much more sizeable hazard than speed (i.e. put yellow lines for the length of it).</p> <p>I'll entrust you'll use your brains better than the injured party.</p>
(8) Local Resident, (Botley)	<b>Object</b> - Reducing speed limit will increase congestion. It will also have little to no benefits. Council resources would be better used elsewhere rather than making this change.

(9) Local Resident, (Oxford)	<b>Object</b> - Cutting the speed limit down to 30 will be more dangerous and will increase emissions. It is perfectly safe at 40mph
(10) Local Resident, (Eaton)	<b>Object</b> - I think the current 40mph limit works well.
(11) Local Resident, (Botley)	<b>Object</b> - Reducing speed limits will do nothing to make the road safer, unless children are taught about road safety. The specific incident that this proposal is in response too would not be any different had the limit been 30 mph. Please consider educating children about safety when crossing roads, before you consider lowering speed limits.
(12) Local Resident, (Abingdon)	<p><b>Object</b> - I believe this to be a knee jerk reaction to an unfortunate event where people must accept that accidents do happen. The road is safe at the current 40mph speed limit, as I have never read anywhere about it being an accident black spot.</p> <p>Every time I have used the road I have never encountered speeding motorists or dangerous overtaking maneuvers. When I have used the road at various times of the day there is a distinctive lack of pedestrian activity on the footpaths, crossing the road or even waiting at the bus stops. So, my question is have you carried out a survey to look at the amount of pedestrian traffic there is over the whole length of the 40mph zone.</p> <p>Have you asked the bus companies how many people get on/off their buses in that 40mph zone. The imposition of an artificially low 30mph speed limit undermines the impact of safe speed limits according to the prevailing surroundings that the motorist views &amp; this will undoubtedly lead to people ignoring the 30mph &amp; more serious cases of bad motoring behaviour. People know that the road at it's present 40mph is perfectly safe &amp; has been like that for many years &amp; is certainly not an accident-prone area.</p>
(13) Local Resident, (Oxford)	<b>Object</b> - Cumnor Hill is a long and wide road and the current 40mph speed limit is appropriate and safe for such a road. There is no need for a change.
(14) Local Resident, (Oxford)	<b>Object</b> - I see no need for this extremely extensive proposed 30 mph limit, as there are relatively few side turnings off Cumnor Hill, and the density of housing both on Cumnor Hill and in the roads that flank it is quite low overall, except in the Kimmeridge Road development.



	<p>However, Cumnor Hill has already been widened considerably in the vicinity of the junction with Kimmeridge Road (and recently resurfaced), and visibility from (and of) Kimmeridge Road is very good. There is also a pedestrian refuge close to this junction which means that pedestrians only have to cross one carriageway at a time.</p> <p>Meanwhile, the typical density of traffic travelling along Cumnor Hill is low to very low. I say this with great confidence, having cycled the full length of that hill up and down it from Elms Parade to the T-junction with the B4017 twice a day, almost every day, for three years, which has given me extensive opportunity to gauge how heavily travelled it is.</p> <p>Reducing the speed limit to 30 mph along the entire length of Cumnor Hill is in my view quite unnecessary. The most effective safety improvements on Cumnor Hill would probably be the installation of zebra crossings where side turnings are located close to bus stops, e.g. the Chawley Road / Cumnor Hill junction and the Arnolds Way / Cumnor Hill junction. (Though I don't think the Kimmeridge Road junction needs one because there is already a pedestrian refuge there, as I noted earlier.)</p> <p>(To get some idea of the general safety picture I looked at the OCC's A420 Botley Road Corridor Study published on 3 March 2016 (the only place I could find that mentioned recent accident statistics which included Cumnor Hill). For the corridor, which extends all the way from the B4017 to Oxford railway station, in the period 01/2010 to 06/2015 that is mentioned in the Study (Section 2.1) almost half the accidents involved cyclists, and in most of those the accident was caused by motorists turning across the path of cyclists without looking. In other words, there seems to be little indication that excessive speed by motorists along main roads was an important factor. More than that I cannot say, because there is no separate analysis for accidents occurring on Cumnor Hill.)</p>
(15) Local Resident, (Oxford)	<p><b>Object</b> - I am writing to object to the proposed change of speed limit on Cumnor hill. However, my comments should be applied to all consultations relating to speed limit changes in Oxfordshire.</p> <p>I live locally and use the road regularly. My impression is that whilst there are some discourteous road users on the road, they are not any more numerous or unusual than you find on any other road. I don't consider the road to be particularly dangerous.</p> <p>Of course, my anecdotal observation is no more or less valid than those who consider the road a death trap and in need of additional restrictions. My view therefore is that we should have stated safety metrics that once exceeded should result in some action. That should include a statement of acceptable accident rates for different types of road. I say this because unless we seek to ban privately owned vehicles altogether, there will always be a risk of serious or</p>



	<p>fatal accident. The consultation statement says the objective is to 'minimise risk' by cutting the speed limit to 30mph. However, I would question whether a 30 limit minimises that risk - why not 20mph or better still 10mph? Less we forget the first road death was as a result of a vehicle travelling at around 10mph. If we accept that people may own their own vehicles (and that includes bicycles or horses incidentally) there will always be a risk of accident - sometimes with fatal consequences.</p> <p>If we accept that people are permitted to own their own car, then society has to take some personal responsibility for their own safety. We need a statement on what that expectation is. If we combine that with a statement about acceptable accident metrics then we do not need any more consultations. The thresholds are met and restrictions then change. Interestingly, this could even allow for restrictions to be relaxed - why not? If there are particular black spots then perhaps we should have studies completed and action taken to improve safety and then perhaps allow the removal of restrictions (that might be temporarily imposed). Or if restrictions are necessary, then they should be specific for the black spot.</p> <p>We do not have money to spare to waste on hundreds of consultations and then the installation of associated road furniture that make little material difference to congestion or road safety. I would rather the money was spent on social care particularly for those who are not particularly well represented such as those with learning disabilities. Given the current Covid crisis every penny is going to count even more than it did before the crisis (which even then was pretty tight!)</p> <p>I also would like to say something about the idea of 'local concern'. Whilst I fully support people's right to protest and to raise issues using petitions and the like, we have to be objective about our decision making. We also have to remember that public highways are just that - public. Very few have housing deeds that say they also own the road that passes their front door. That means Mrs Smith of 33 Acacia Avenue of John O' Groats has just as many rights as someone who lives on that street. That principle has to be respected. Please forward these comments onto all council officers managing speed limit consultations.</p> <p>In summary, I objective to the subjective nature of this consultation and all other speed limit change consultations. Please invest the time to define what a 20,30,40,50 and national speed limit road looks like and then apply it to Oxfordshire's road network.</p>
(16) Local Resident, (Botley)	<b>Object</b> - <i>No comments.</i>

(17) Local Resident, (Botley)	<b>Object</b> - <i>No comments.</i>
(18) Local Resident, (Oxford)	<b>Concerns</b> - I live locally and drive up and down this road every day during rush hour and have done so for almost 20 years. It's generally quiet and traffic moves freely (unless a lorry is unloading cars at the dealerships) and speeding is very rare at those times of day in my experience. There have been very few incidents on this road, and speed was not a factor in the high-profile crash last year. However, the crossing at the new Kimmeridge Road estate is not fit for purpose. There should be a proper crossing here (ideally pelican, but zebra would be better than nothing) rather than the current island in the middle of the road. I would much rather see a safer crossing here, rather than a reduced speed limit. However, a reduced speed limit would not add long to my journey times and could contribute to reduced pollution.
(19) Local Resident, (Cumnor)	<b>Concerns</b> - Needs to be 30mph from Kimmeridge road to Glebe/Vine pub. 40mph is fine on rest of Cumnor Hill. 20mph past Arnold's way for school children.  Then 20mph past Cumnor primary school, on all of one-way system and through centre of village -20mph -past church/village shop/mini roundabout. 20mph until exit of village (Cumnor village hall). Please -it needs to be 20mph in the centre of Cumnor village and past Cumnor primary school-there are near misses everyday with cars/lorries hurtling through the village and nearly hitting children or people trying to cross the road. PLEASE consider this, too! It is only a matter of time before a child gets hit.
(20) Local Resident, (Cumnor)	<b>Concerns</b> - Reducing the speed limit on Cumnor Hill is a good idea, which my household supports. However it is concerning that the 30mph limit has not been applied to the whole of Oxford Road; this is still a residential road which is part of Cumnor Village, with many road safety hazards, e.g. cars coming out of driveways; bus stops, parked cars; traffic turning into or out of Bertie Road. It is also a major thoroughfare for children going to and from school, both on foot and bicycle. We are concerned that the current proposals will create a speeding and acceleration zone in this short stretch of Oxford Road. It doesn't make sense to preserve this small stretch of residential road as 40mph, when all other surrounding roads will be 30mph. It could make the speeding situation on Oxford Road worse. Surely there is also a risk of confusing drivers by alternating speed zones several times within a short distance. It would be a much more sensible approach to make the entire village and surrounding roads the same speed, i.e. 30mph, so that there is continuity of speed and safety in the whole of the Cumnor/Cumnor Hill residential area and now would be a good time to harmonise.

(21) Local Resident, (Cumnor)	<b>Concerns</b> - Measures need to be included to help enforce the proposed speed limit, beyond signage.
(22) Local Resident, (Oxford)	<b>Concerns</b> - My only question is why will still there be a section of 40mph on Oxford Road leading to Cumnor village? Is this not the ideal opportunity to reduce the speed on this road at the same time for minimal cost.
(23) Local Resident, (Cumnor)	<p><b>Concerns –</b></p> <ol style="list-style-type: none"> <li>1. I consider that the speed limit on Cumnor Hill as proposed in your consultation reducing it from 40mph to 30 mph is agreed and implemented. This is a built up area with several new roads (some with over 100 dwellings) and multiple dwellings on original single plot sites leading into it and should have been reduced when these estates were built.</li> <li>2. I see no point in leaving a small piece of Oxford Road, on leaving Cumnor Hill to go towards Cumnor Village at 40 mph. This should also be reduced to 30 mph</li> <li>3. The speed limit through Cumnor Village should be reduced to 20 mph for the safety of all due to the narrowness of the roads, the presence of the Village School, Nursery and two shops. This has been requested for several years.</li> <li>4. Since the start of the weight limit on New Bridge increasing numbers of large lorries squeeze their way through Cumnor and, especially at school times, are a menace to the safety of all, both humans and legally parked vehicles, frequently holding up normal sized traffic. They should be banned from the Village.</li> <li>5. The Government's encouragement recently for people to cycle and walk should now make the cycle route along the B4044 a priority. This is a very busy road with no facility for cyclists nor pedestrians.</li> <li>6. The A420 Botley through Cumnor Parish should be 50mph to reduce the noise, pollution and safety and be consistent with the 50mph limit shortly before the end of Cumnor Parish at Rockley.</li> </ol> <p>Consistency and Logic in road speeds should make our busy road users able to recognise a speed limit with ease and thus increase the safety of all.</p>

(24) Local Resident, (Concerns)	<p><b>Concerns</b> - While I support the proposed 30 mph speed limit on Cumnor Hill, I don't think that in itself will solve the problem.</p> <p>A safer Cumnor Hill would be achieved by double yellow lines from Seacourt to the Junction with Oxford Road. Vehicles parking inappropriately cause many more hazards to pedestrians, cyclists and other road users than purely the speed of vehicles. This is worsening as more development is being allowed up and down Cumnor Hill, both while the many developers vehicles are parked, and by the subsequent increase in numbers of people living on sites where previously one family lived. Although there are usually parking spaces for these developments, they are not sufficient for couples with two cars or visitors to the sites. At the top of Cumnor Hill there is a large car dealership and GC interiors, both of which have large vehicles constantly delivering and picking up goods which totally obscure the junctions leading onto residential streets. It is frequently, throughout the course of one day, very dangerous for pedestrians, cyclists and other road users.</p> <p>The other big hazard on Cumnor Hill are cyclists who have to Labour up the hill sharing the road space with vehicles. Surely some of the new government money meant to encourage cycling could be used to create safe cycle lanes for the many who use this route.</p> <p>So to summarise, I would like to see much more done to improve safety on Cumnor Hill than just a speed limit, or stop the development and commercialisation of an otherwise residential area.</p>
(25) Local Resident, (Oxford)	<p><b>Concerns</b> - Whilst I am happy for the speed limit on Cumnor Hill to be reduced to 30mph, I am concerned about Oxford Road going from 30 to 40 and then back to 30. (if I am understanding this right?) This will just be confusing. Why not just make the whole road 30mph?</p> <p>Is the one-way section of Oxford Road by the primary school going to be reduced to 20mph?</p>
(26) Local Resident, (Oxford)	<p><b>Object</b> - I writing to give my opinion on the proposed 30mph speed limit on Cumnor Hill and Oxford Road. Having read at length the articles in the Oxford Mail and also the majority of comments made by locals of the area, and also my experience of driving and walking on that road, I conclude that I formally object to the</p>

	<p>proposal.</p> <p>The accident in question (where the young girl that stepped out of a bus) that sparked this latest proposal was not the fault of the car driver and they were not speeding. Speed was not a contributing factor to the accident, so clearly there is no justification or rationale for the speed limit to be reduced.</p> <p>I agree with many of the comments made that there clearly is no reason for the speed limit to be reduced, that road has been 40mph for many many decades, and statistically there have been hardly any accidents. I'm sure nationally, it would be classified as a safe road.</p> <p>I know some friends there who have lived there for years, they think 40mph is absolutely fine. I have driven and walked on that road many times, and it is a perfectly safe road, as long people crossing the road use some basic common sense.</p> <p>I agree with the comments that this incident actually clearly highlights a much better use of resources would be to educate young people on how to cross the road properly, such as the reiterating the Green Cross Code at school.</p>
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Division(s): Burford and Carterton North; Charlbury and Wychwood
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**CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020****WEST OXFORDSHIRE - ASTHALL, CHARLBURY & MINSTER  
LOVELL: PROPOSED STRUCTURAL WEIGHT LIMITS****Report by Interim Director of Community Operations****Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the structural weight limit and width limit at the bridges over the Windrush river at Asthall and Minster Lovell and an administrative correction to the existing structural weight limit order at the Evenlode river bridge at Charlbury as advertised.

**Executive summary**

2. Structural weight and width limits are reviewed as part of the on-going maintenance of highway structures.

**Introduction**

3. This report presents responses received to a statutory consultation to introduce structural weight limits at the bridges over the Windrush river at Asthall (with the restriction at Asthall also including a width restriction) and Minster Lovell and an administrative amendment to the existing structural weight limit order at the Evenlode river bridge at Charlbury.

**Background**

4. The above proposals have been put forward as a result of a review of structural weight limits required pending maintenance of these bridges. In the case of the bridges across the Windrush river at Asthall and Minster Lovell it is proposed to make permanent the current temporary traffic regulation orders, for which there is a statutory maximum duration of 18 months which is close to expiry. The proposed amendment to the permanent order for the Evenlode river bridge at Charlbury is for administrative purposes to remove any ambiguity in the order in respect of where the weight restriction applies.
5. The details of the proposed restrictions are set out in the table below:

Site	Proposed restriction
Asthall – bridge over river Windrush at Ninety Cut Hill	3 tonne weight and 2m width restriction
Charlbury – bridge over river Evenlode on the B4437	7.5 tonne weight restriction
Minster Lovell - bridge over river Windrush	18 tonne weight restriction

## Consultation

- Formal consultation on the proposal was carried out between 29 April and 29 May January 2020. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council and local County Councillors. Street notices were placed on site in the immediate vicinity, adjacent to the proposals.
- Four responses were received. 1 objection, 1 in support and 2 raising concerns. The responses are recorded at Annex 1 with copies of the full responses available for inspection by County Councillors

## Response to objections and other comments

- Thames Valley Police did not object but sought assurance in respect of the proposals for the B4437 river bridge at Charlbury that the amendment would fully address the ambiguity in the current order. I can confirm that will be the case. It is also confirmed that the County Council's Trading Standards team will be carrying out enforcement of the restriction commensurate with the resources available and also that the advance signing of the restriction will be inspected. In respect of the police comments on the proposal for the river bridge at Asthall, it does appear that the reason for the weight and width restriction on this very minor and lightly trafficked road is understood by the residents etc. in the area.
- Charlbury Town Council did not object but sought information on the enforcement of the restriction and whether this would/could be increased and also the possibility of the restriction being shown on sat-nav systems. Additionally, the town council requested a review of and improvement to the current advance signing which they felt to be confusing. In respect of enforcement, as noted above, the resources available to the Trading Standards team for enforcing weight limits in the county is finite but the team will continue to enforce this restriction. A review of the advance signing of the restriction will be carried out but noting that the mapping used in sat-nav systems is not within the control of the County Council.
- Minster Lovell Parish Council objected to the 18 tonne restriction on the grounds that this was too high a limit and that a 7.5 tonne restriction would be more appropriate to limit HGV traffic to avoid the risk of damage to the bridge and detracting from the amenity of Old Minster Lovell village, noting also that nearby weight restrictions with lower permitted maximum weights could also increase the usage of the bridge by HGVs. Noting the above, it



should be stressed that all the proposals are structural weight limits taking account of the current substandard load bearing capacity of these bridges. While not ruling out consideration of a 7.5tonne environmental weight limit, this would be a separate project requiring appraisal, funding and consultation.

11. A response from a member of the public in respect of the proposal for Asthall expressed concern that there was conflicting information, in that permanent orders are being promoted with it also being stated that the intention is to carry out strengthening works to enable the restrictions to be removed. As noted above, the reason for the current proposal is that it has not been possible to carry out these works within the 18-month maximum duration of a temporary traffic regulation order. While it is imperative that the structural weight limit and width restriction remain in force until the works are completed, the intention will be to remove these, subject to a further consultation. The response also expressed a concern about the appearance of the materials used for signing the restriction at Asthall. Although this is noted, the current signing is effective and will be removed on completion of the bridge strengthening.

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

12. The proposals are consistent with the effective management of highway structures.

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

13. Funding for the proposed measures has been provided by the Oxfordshire County Council capital budget.

### **Equalities Implications**

14. The proposals are not considered to have any equalities implications.

JASON RUSSELL  
Interim Director of Community Operations

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704  
Robin Calver 07741 607453

July 2020

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Police have responded previously and understand the justification for this restriction but still have some concerns:</p> <p>Forest Hill:</p> <ol style="list-style-type: none"> <li>1. The TRO wording has been subject to debate regarding the B4437 correct designation and definition. Some maps and legal reference has this as Forest Road or Burford Road as you know. The road number and Dyers Hill aspect do fit without ambiguity and potentially if used without ref to the other names could remove that? Can you assure us the correct application from your records would stand up to litigation.</li> <li>2. HGV drivers should see advanced information and direction signing on the approaches, preferably at locations where they could safely consider a turn rather than arrive at the actual restriction. This approach can remove mitigation with those intent on using the route knowing the law and ignoring it.</li> <li>3. Can you confirm that OCC Trading standards will be actively enforcing the new order?</li> </ol> <p>Asthall:</p> <p>I understand the justification but local consultation and understanding is vital.</p>
(2) Minster Lovell Parish Council	<p><b>Object</b> – Minster Lovell Parish Council has considered the proposed weight restrictions for the Windrush river bridge. The Council would like to propose a weight limit of 7.5 tonnes on this bridge for the following reasons:</p> <ul style="list-style-type: none"> <li>- The bridge itself is very old and narrow and the Council is concerned that a limit of 18 tonnes would result in damage being caused to the bridge or vehicles becoming stuck on or around the bridge and blocking the road. This road is the only adjoining road from the Old Village to the main part of Minster Lovell and therefore needs to be maintained as a key access route.</li> <li>- The Council are concerned that the proposed restrictions to the other bridges included in this consultation at Asthall and Charlbury, and existing restrictions in place over bridges in Burford and other nearby villages would result in more large vehicles travelling through Minster Lovell if the limit was 18 tonnes. This would result in increased traffic in a</li> </ul>

	<p>small part of the Village where roadways are narrow.</p> <p>- The Old Village is also an Area of Outstanding Natural Beauty, and as such, the Parish Council feels that care needs to be taken to preserve the natural beauty of the area. Increased traffic through the Old Village would undoubtedly have a negative effect upon this special place.</p>
(3) Charlbury Town Council	<p><b>Support</b> – consulted Town Councillors on this matter and they favour the order being implemented. However, a number of questions have been raised in order to provide clarity.</p> <ol style="list-style-type: none"> <li>1. Can better compliance arrangements be introduced into the order?</li> <li>2. Can the confusing temporary diversion signage, e.g Charlbury Town Centre open for business as usual and temporary signs on the A44 approaching the B4437 junction be replaced with appropriate and clear permanent advance warning signs at A road junctions? ( at A44/ B4437 junction at Woodleys, A44/B4022 junction at Enstone and the A361/B4437 junction on the Shipton to Burford road)</li> <li>3. What are the transgression penalties/ enforcement plans?</li> <li>4. Will sat- navs include the weight restriction to deter HGV's seeking a shorter route perhaps from and to A361/ Enstone,?</li> </ol>
(4) Local Resident, (Asthall)	<p><b>Concerns</b> –</p> <ol style="list-style-type: none"> <li>1) I find the documentation has conflicting information. It says that these orders are permanent, but it also says that there is a continued wish to repair the bridges so that the restrictions can be removed.</li> <li>2) I may have missed it, but I cannot see anything about the form of street furniture employed to advise of the limit. The current signs and bollards in Asthall are most unsuitable for the location and, in any case, keep getting knocked over. Is there any alternative that can be employed, perhaps in wood?</li> </ol>

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Division(s): Burford and Carterton North
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **CARTERTON – B4020 BURFORD ROAD: PROPOSED 40MPH SPEED LIMIT & EXTENSION OF 30MPH SPEED LIMIT**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the proposed extension of the 30mph speed limit on the B4020 Burford Road at the north end of Carterton as advertised.

#### **Executive summary**

2. Speed limits and the provision of pedestrian and cycle crossings are reviewed when there are changes to the road layout because of development, when requested by local councils because of road safety concerns or as part of the on-going monitoring of reports on road accidents.

#### **Introduction**

3. This report presents responses received to a statutory consultation to extend the 30mph speed limit on the B4020 Burford Road at the north end of Carterton to reflect adjacent residential development and the construction of a new junction giving access to the development.

#### **Background**

4. The above proposals as shown at Annex 1 were previously consulted on and reported to the Cabinet Member for Environment Delegated Decisions meeting on 25 July 2015 when the extension of the 30mph speed limit on B4020 as advertised was approved but approval of the 40mph speed limit was deferred pending a further evaluation of need, including changed usage of the road arising from the adjacent development.
5. It should be noted that a consultation in 2017 on only the 30mph speed limit proposal was carried out but not implemented due to delays with the development funding the speed limit change
6. Because the previous consultation was carried out over 2 years ago and the 30mph speed limit extension not implemented due to significant delays in progressing the development, a full re-consultation has been required, which included the proposed 40mph speed limit (unlike the 2017 consultation) in

response to on-going concerns over road safety on this stretch of road including the Shilton Dip.

## **Consultation**

7. Formal consultation on the proposals was carried out between 3 June and 3 July 2020. A notice was placed in the Witney Gazette newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the West Oxfordshire District Council, Carterton Town Council, Shilton Parish Council, and local County Councillor.
8. Twenty-two responses were received. 3 objections and 19 in support. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other comments**

9. Thames Valley Police did not object to the proposed extension of the 30mph speed limit but did express a strong objection to the proposed 40mph speed limit between the 30mph limit and the existing 40mph speed limit at the Shilton Dip crossroads on the grounds that the character of the road did not meet the criteria for a 40mph limit and that it would reduce the impact of the current gateway signing and 40mph speed limit for northbound drivers approaching the very difficult alignment of the Shilton Dip crossroads.
10. Noting the above it is accepted that the level of road side development on the length of the proposed 40mph limit is limited but it should also be noted that there are two accesses to private driveways, two bus stops and also the alignment of the road is not to current design standards. The proposed 40mph speed limit is considered compatible with national guidance on setting local speed limits which advises that the national speed limit is appropriate for high quality strategic A and B class roads only, which is not considered to be the case here. Although it is accepted that a 50mph speed limit would ordinarily be indicated here, to avoid having a succession of speed limit changes, the proposed 40mph speed limit is recommended, noting that the existing gateway feature on the approach to Shilton Dip can be retained with some minor modifications with the existing 40mph signage functioning as repeater signs rather than terminal signs.
11. County Councillor Nicholas Field-Johnson, the local member, supports the proposals.
12. Shilton Parish Council support the proposal.
13. An objection was received from a member of the public to both speed limit proposals on the grounds that the proposed 30mph speed limit extension was too far removed from the development and that the proposed 40mph speed limit was inappropriate and would lead to driver frustration, dangerous overtaking manoeuvres and a reduction in respect of the existing 40mph speed limit at Shilton Dip. While noting this comment, as commented above

in respect of the police objection, the proposals are judged to be consistent with national guidance on setting local speed limits and will not remove the existing gateway feature for the Shilton Dip crossroads. The proposed 40mph speed limit should result in a reduction in the average speed of northbound drivers approaching the Shilton Dip

14. Expressions of support were received from eleven members of the public.

### **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 speed limits will be provided by the developer of adjacent land.

### **Equalities Implications**

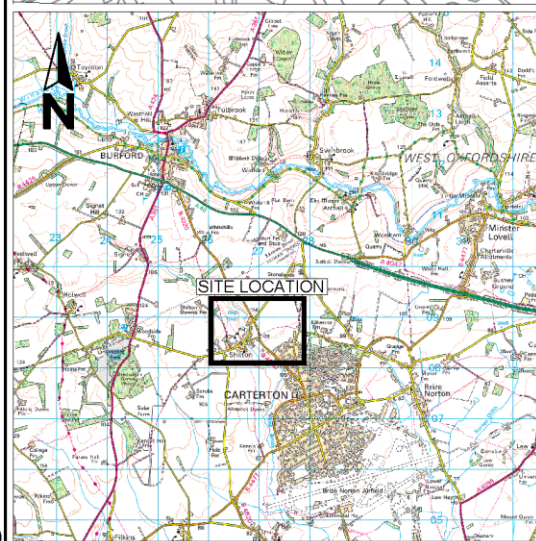
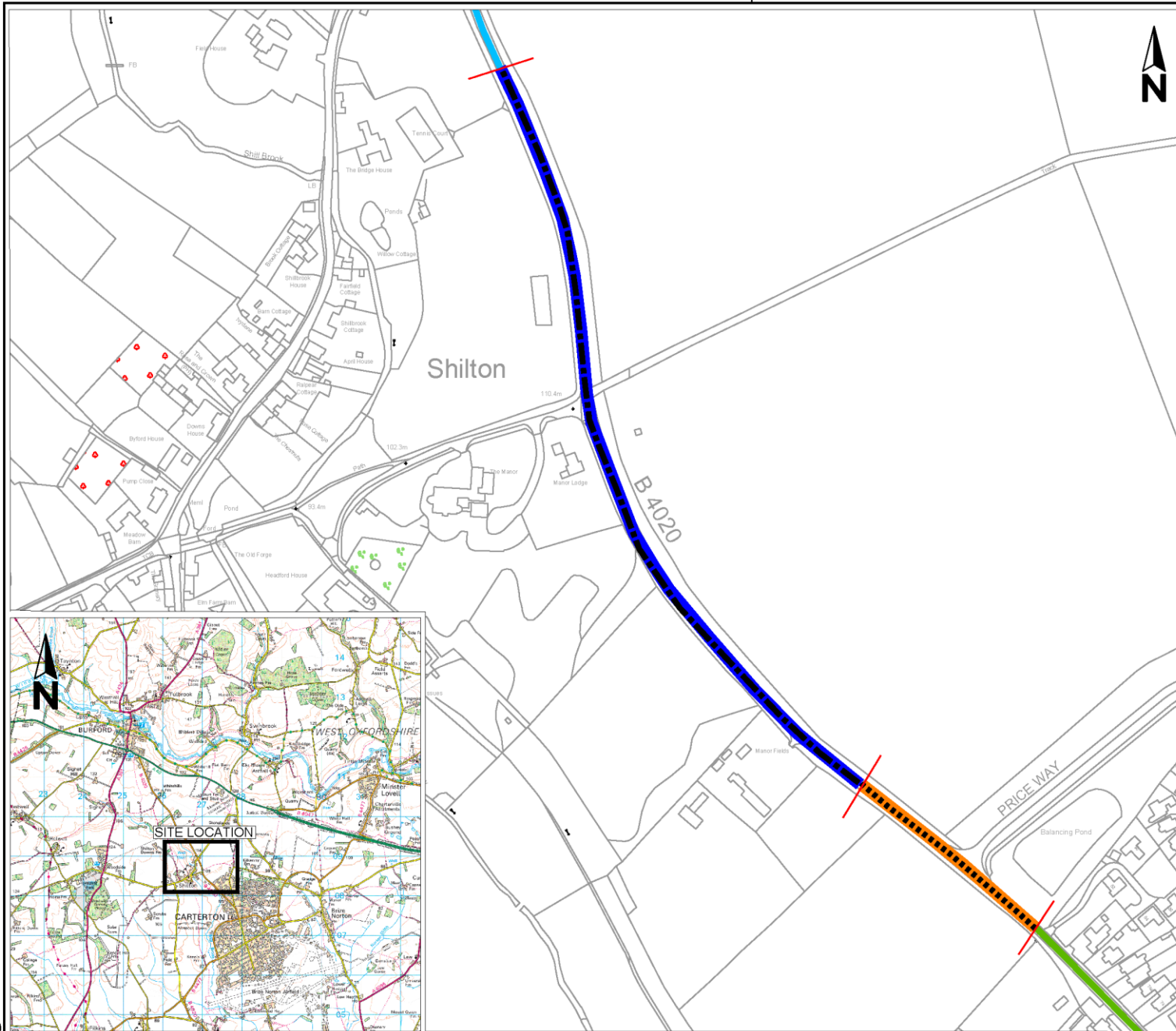
17. No equalities implications have been identified in respect of the proposals

JASON RUSSELL  
Interim Director of Community Operations

Background papers:      Plan of proposed speed limits and puffin crossing  
   Consultation responses

Contact Officers:            Hugh Potter 07766 998704

July 2020



Drawing No.		Revision 0							
<b>Key</b> Proposed 30mph Speed Limit extension - approximately 150 metres. Proposed 40mph Speed Limit extension - approximately 580 metres. Existing 30mph Speed Limit Existing 40mph Speed Limit									
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Rev.	Date	Purpose of revision	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	Drawn	Checked	Approved			
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<div style="display: flex; align-items: center;"> <div> <p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p> </div> </div>									
<b>Project title</b> <p>B4020 SHILTON ROAD CARTERTON</p>									
<b>Drawing title</b> <p>PROPOSED 30MPH AND 40MPH SPEED LIMITS</p>									
<b>Drawing Status</b>									
Scale @ A3	Drawn by	Checked by	Approved by						
N.T.S.	JaC								
	Date drawn	Date checked	Date approved						
	05/20								
Oxfordshire Project No. & File Ref									
Drawing No.		Revision 0							



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> – Thames Valley Police FORMALLY OBJECT to the order and a change to limit</p> <p><u>History</u></p> <p>The new development includes a junction the location of which I have visited on several occasions as this scheme is progressed.</p> <p><u>Recent response:</u></p> <p>I visited the location at 1000hrs Wednesday 14<sup>th</sup> January. The existing 30mph limit commences at the property line as the road drops downhill into the town from the rural section at Shilton. A new development is under construction approximately 50m out of the 30mph limit north side. The new junction will not add significant urban character to the road with no residences fronting the main road to my knowledge.</p> <p>The road leaving Carterton is lined by high hedges both sides and goes uphill to a crest on a slight left bend, then right towards Shilton dip. The new junction is on/ before the first bend but has limited forward visibility for drivers approaching towards Carterton without warning. I would assume junction signing will be added but think that the new junction feature should be included into an extended 30mph limit due to the topography.</p> <p>A gateway cited at the top of the crest Shilton side of the new junction where the verge is wider looked appropriate, where drivers would then drop down towards the junction left side. This new feature will have turning traffic which may be vulnerable to faster approaching traffic without the earlier gateway entry with speed limit.</p> <p>Shilton dip has a 40mph limit some 3 tenths of a mile west of the new junction. This has potential for danger with very limited site lines for those emerging at the crossroads onto the main road. I would prefer to retain this as a standalone feature rather than include it into an extended 40mph from Carterton. If this option were pursued drivers may miss the gateway aspect either side of the dip and with it the message of hazard it embodies. This aspect to the design is also a factor in extending the 30mpm limit.</p>

	<p>The revised proposal extends the 30 limit a relatively short distance north which is acceptable but may require a site visit as I noted verge widths varied for sign location. The 40mph from Shilton is also extended in these proposals something I have serious reservations about!</p> <p>Leaving the extended 30mph limit drivers would accelerate and drive to the character and prevailing road conditions with repeaters only. In other locations where a limit has been extended the message can be lost in this context something I think could occur here. The Shilton Dip 40 terminal rather than with repeaters on the approach going north would pick out a specific feature as a gateway into a hazardous hidden dip where this stands out for attention rather than the short section between Shilton and Carterton which is otherwise by comparison fairly mundane. I was party to the consultation when the Shilton 40 mph was applied something I would prefer to retain in terms of meaning and integrity, that history appears to have been ignored.</p> <p><u>Conclusion</u></p> <p>The criteria for setting speed limits is reasonably met in this context (30) for general consideration to road character and actual speeds, with gateway entry is the best option .</p> <p>Shilton dip should stand alone in my view and whilst the extended 30mph is accepted, Thames Valley Police object to the extended 40mph which is not justified in the context of this application and very significantly completely removes the closer important 40 gateway for the dangerous dip with restricted site lines and crossroad junction. This is a very specific and difficult location and should be considered in that context as a special road safety site and considered carefully in that context. It appears the Police view is being ignored from the informal consultation process at a site where professional engineering and consideration to special site factors should prevail?!</p> <p>This area was in history a highly hazardous site something the local 40mph limit was designed to address which appears to have been successful! Removing the northbound gateway by linking it to the extended 30 ignores the justification recognised previously and is the grounds for this Objection. The section between the 30mph and current 40 gateway is rural and is not changed at all by the order other than occasional repeaters! This response is sent on road safety casualty reduction grounds</p>
(2) Local County Cllr, (Burford & Carterton North Division)	<p><b>Support</b> – As County Councillor for this division, I fully support these changes and recommend them to be implemented.</p>

(3) Email Response, (unknown)	<p><b>Object</b></p> <p><u>Extending the 40mph limit</u> - The 40mph limit seems unreasonably low for the nature of the road. Although the verges are narrow and there is a pair of bus stops on a slight bend, with minor lanes to each side (not an ideal place for bus stops!), a reduction to 40 seems extreme. I suspect the 85th percentile is nearer 50 than 60, but a 40 limit is likely to lead to significant non-compliance. I'm seeing more and more behaviour like this in Oxon as the limits fall, along with aggressive tailgating and frustration overtakes.</p> <p>Since you'd remove the terminal signs for the current 40 limit, there is a good chance that speeds could actually rise within the short developed area at the northern end. (The existing 40 limit also extends too far at both ends from Shilton, again, increasing frustration and the associated poor driving behaviour. I was actually overtaken going down the hill towards Burford last week.</p> <p><u>Extending the 30mph limit</u> - A fundamental rule is that speed limits should change at the point where the road environment changes, not in advance of it, so I'm not sure that the extension of the 30mph limit is justifiable.</p> <p>There's also the issue that this road will see an extension of the 30mph limit from Burford towards Carterton, further increasing frustration and not matching the road alignment.</p> <p>There's a good example of how a local speed limit should be used Flint Cross in Cambridgeshire on the A505. It is a single-carriageway road through a staggered junction with a pub on one side and a filling station on the other. The local speed limit of 50mph extends for just the length needed and, as a result, is well observed.</p> <p>Lowering the limit won't mean lower speeds        "Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute." Surrey County Council, 2014. I think we're already well past this point in Oxfordshire.</p> <p>There's also the evidence from Government: "Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance." I believe neither the proposed 30 or 40 on this stretch are even close to self-explaining and already most are breached by most drivers.</p>
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	<p>I'd be interested to see the Stats 19 data for the road, showing how many crashes had speed in excess of the limit as causal factors.</p> <p>I'm concerned that we're seeing more and more of this sort of limit in the county. My 9 mile drive to work, from Bampton to Burford, now goes 30-60-30-60-40-30-40-60-30-40-30 (soon to be 20), a change of limit every 0.8 of a mile. It's like driving by numbers and the amount of effort expended on compliance is getting to the point where it exceeds the effort needed for hazard management, anticipation, observation and planning.</p> <p>I'm sorry to object again. This isn't driven by some sort of road-racing agenda or a desire to rag through the countryside. I simply believe that the sort of 'driving by numbers' limits we're seeing with the frequency of limit changes is dangerous and setting ultra-low limits like these leads to significant non-compliance and dangerous driving behaviour from frustrated drivers.</p>
(4) Local Resident, (Carterton)	<p><b>Object</b> (40mph Speed Limit) – As long as it can be enforced then it should be 30mph to the Burford side of Shilton dip. Pulling out of Shilton onto the B4020 is frightening even when traffic is travelling at 40 mph, invariably it is going much faster.</p> <p>As I mentioned before whatever speed limit is put on the stretch of road If it's not enforced then it's pointless having it!</p>
(5) Local Resident, (Carterton)	<b>Support</b> - I hope that the radar-controlled speed warning signs will be moved to help remind road users of the changes?
(6) Local Resident, (Shilton)	<b>Support</b> – <i>No comments.</i>
(7) Local Resident, (Carterton)	<b>Support</b> – Would strongly support the change - especially the extension of the 30mph limit; the Swinbrook Park entrance is a huge accident waiting to happen in its current configuration.
(8) Local Resident, (Carterton)	<b>Support</b> – <i>No comments.</i>

(9) Local Resident, (Carterton)	<b>Support</b> – <i>No comments.</i>
(10) Local Resident, (Carterton)	<b>Support</b> – I live on Swinbrook Park and the entrance to, and exit from, our estate from the B4020 is extremely dangerous. The speed limit needs to be lowered to stop a major accident occurring.
(11) Local Resident, (Carterton)	<b>Support</b> – I live on Swinbrook Park with 2 young children. If we walk to Shilton to enjoy the ford or pub, we have to talk our lives in our hands crossing the road into Shilton from the towpath just before the dip. On numerous occasions we have to run to escape cars at speed. Secondly, pulling out of our estate alone or with children in the car, is again a lottery. This needs to be implemented.
(12) Local Resident, (Carterton)	<b>Support</b> – <i>No comments.</i>
(13) Local Resident, (Carterton)	<b>Support</b> – <i>No comments.</i>
(14) Local Resident, (Carterton)	<p><b>Support</b> – I live on Swinbrook Park Estate and it is currently dangerous to use this exit, partly due to the speed at which people come around the corner from Shilton - with very little signage of an entrance ahead for a large housing estate.</p> <p>I hate using this exit but since access to Swinbrook Road was closed off we've have no choice - going out via Shilton Park is ridiculous due to all the cars parked on the road.</p>
(15) Local Resident, (Carterton)	<b>Support</b> – <i>No comments.</i>

(16) Local Resident, (Carterton)	<b>Support</b> – <i>No comments.</i>
(17) Local Resident, (Carterton)	<b>Support</b> – The junction out of Swinbrook Park is very dangerous as it currently stands. With a large family estate nearby, and the blind dip coming from Burford, a reduced speed limit would greatly improve safety.
(18) Local Resident, (Carterton)	<b>Support</b> – I live on Swinbrook estate, entry and exit off the B4020 is extremely dangerous due to the speed of vehicles coming from the Burford direction travelling at 60mph only coming visible at the last moment after coming round the left hand corner. This is also true driving from Shilton dip, the entrance is effectively obscured by the corner (even for someone who knows the road).
(19) Local Resident, (Carterton)	<b>Support</b> – Lowering the limit will support better/safer traffic movement in and out of Swinbrook Park.
(20) Local Resident, (Carterton)	<b>Support</b> – <i>No comments.</i>
(21) Local Resident, (Carterton)	<b>Support</b> – <i>No comments.</i>
(22) Shilton Parish Council	<b>Support</b> - This was discussed by our Councillors and all agreed to the proposal.

Division(s): Carterton South and West
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **ALVESCOT – B4020 MAIN ROAD: PROPOSED TRAFFIC CALMING GIVE WAY LAYOUTS**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of traffic calming give way layouts on the B4020 at Alvescot.

#### **Executive summary**

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

#### **Introduction**

3. This report presents responses received to a statutory consultation to provide traffic calming give way layouts on the B4020 at Alvescot.

#### **Background**

4. The above proposal as shown at Annex 1 has been put forward by Alvescot Parish Council who have undertaken to fund the project subject to approval being given to proceed with the scheme.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 06 May and 05 June 2020. A notice was placed in the Witney Gazette newspaper and public notices placed in the vicinity of the proposed build-outs. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Alvescot & Blackthorn Parish Councils and local County Councillor.
6. Initially letters were sent directly to approximately 100 properties in the immediate vicinity adjacent to the proposals. However, following discussions with the Parish Council an additional letter was sent to a further 150 properties covering the remainder of the village.

7. Following concerns raised to and by the Parish Council, the consultation period was also extended by a further 3 weeks, ending on the 28 June. This ensured that those local residents who received late/delayed notification of the proposals were given enough time to submit their comments.
8. Thirty-two responses were received. 7 objections (22%), 18 expressions of support (56%), 1 neither objecting nor supporting and 6 (19%) raising some concerns. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

9. Thames Valley Police did not object but noted that design of the feature needed to take account of the sight lines, potentially requiring the trimming back of vegetation and the speed of approaching traffic to ensure it operated safely noting that the build-outs are at the outer edges of the village.
10. County Councillor Ted Fenton, the local member, expressed some reservation about the effectiveness of this type of traffic calming based on experience of similar features elsewhere.
11. Objections were received from seven members of the public on the grounds of the need for, effectiveness and safety of the proposed traffic calming measures, together with concerns being expressed over noise. It was noted that existing parking in the village had a similar effect to the proposed build-outs.
12. Concerns were also raised by six members of the public focussing on concerns over speed and safety on the length of the road outside the 30mph speed limit.
13. Expressions of support were received from eighteen members of the public, although some did raise some queries about aspects of the design in respect of the siting of the buildouts and their appearance in an area of high visual amenity.
14. Noting the above it should be stressed that the design of the scheme has taken account of standard traffic engineering practice and has been agreed by Alvescot Parish Council who will fund the scheme should it be approved.

### **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 measures has been provided by Alvescot Parish Council.



## **Equalities Implications**

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

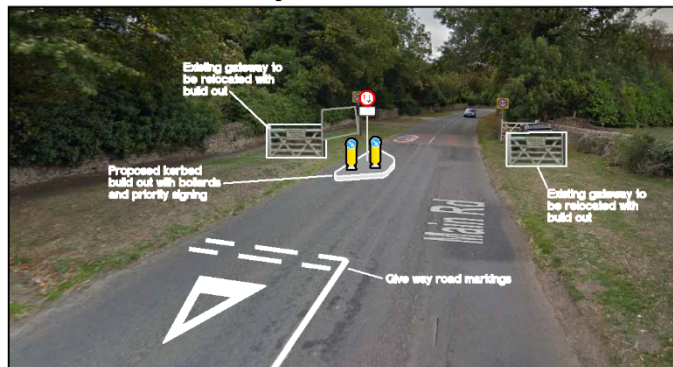
JASON RUSSELL  
Interim Director of Community Operations

Background papers:      Plan of proposed give way layout  
                                 Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
                                 James Wright 07789 926984

July 2020

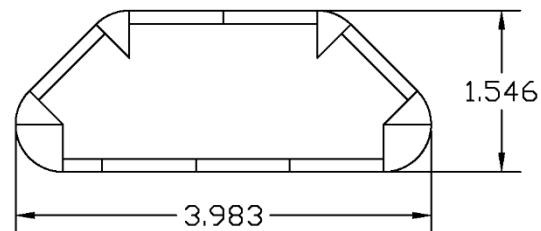
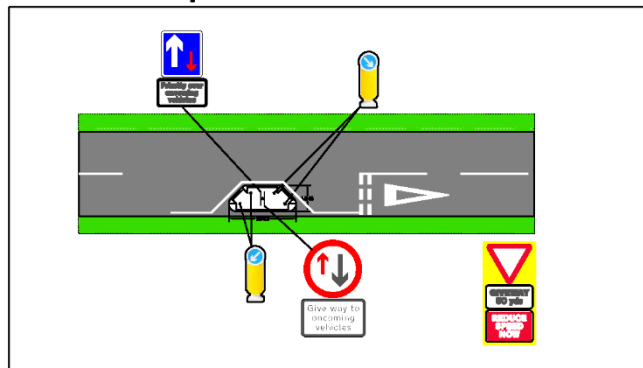
## Eastbound entry



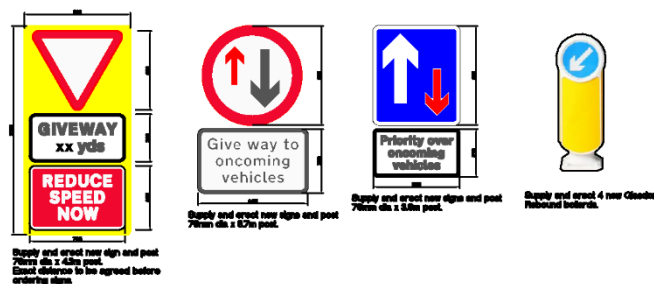
## Westbound entry



## Schematic plan



Approx build out dimensions



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<p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Open Jerkins Director for Infrastructure Delivery Oxfordshire County Council County Hall Dorset OX1 1ND Tel: 01845 358 11 11 Fax: 01845 341577</p>			
Project title			
PROPOSED TRAFFIC CALMING			
Drawing title			
ALVESCOT			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JEW	11/19	
Oxfordshire Project No. & File Ref			
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – I have visited the location and am familiar with the road its character and speed limit.</p> <p>The measures proposed are intended to mitigate approach speeds in and out of the village where character and alignment challenge compliance by some drivers. Physical measures will mitigate this but must be considered in terms of site design and visibility. The locations are generally at or close to the lower speed limit terminals appropriately, but I did note on both ends that sight lines are compromised to some degree by tree and vegetation growth in the verges.</p> <p>The road is not straight and forward site lines to the measures are crucial and must be designed and maintained with current and future limits essential to road safety. Conflict between approaching fast or inappropriate traffic and speeds of the moving traffic or with the physical measures themselves must be a factor in the design.</p>
(2) Local County Cllr, (Witney West & Bampton Division)	<p><b>Concerns</b> – Personally, and from feedback I have had from people in Bampton where I live and which has these 'chicanes', I feel that these traffic calming measures can have an effect opposite to that desired. If motorists have to slow down or stop as they enter the village it necessarily means that they are accelerating as they enter it and may continue to do so as they drive through. Village centre reminders (VAS etc.) seem to be much more likely to reduce the speed of conscientious drivers who have allowed their speed to creep up; the reckless will always be so without actual enforcement measures.</p>
(3) Local Resident, (Alvescot)	<p><b>Object</b> – As a resident in the village my main concern though is that the measures are pointless if you only have them at either end of the village. I regularly walk my dogs through the village and cars may well slow down temporarily at the proposed traffic calming sites but the road is so long that by the time they reach the primary school they are often travelling again at 40-50mph and in some cases even faster. Placing the measures at either end will do nothing to slow traffic down where it is most needed - in the centre of the village.</p> <p>Given the high costs of building these surely the money could be better spent in installing speed bumps throughout the length of the most highly inhabited areas of the village or the erection of 2 speed cameras if you are genuinely</p>

	<p>interested in reducing speed and proposing a safer road system, particularly for young children.</p> <p>Is there an official channel where I can object to the building proposals as I really feel it hasn't been thought through carefully enough and will do absolutely nothing to reduce speed where it is most essential.</p>
(4) Local Resident, (Alvescot)	<p><b>Object</b> - Totally unnecessary waste of public funds. As a homeowner in Alvescot I fail to see why this traffic calming is needed. I have no knowledge of any speed related accidents or any surveys concerning speeding through the village. If the parish council has money to spare I suggest finding a more important matter which needs funding ie dog fouling on the verges and footpaths.</p>
(5) Online Response, (Alvescot)	<p><b>Object</b> - I am concerned that vehicles will be breaking and accelerating in the close vicinity of my house - increasing noise and pollutants - my garden is adjacent to the road.</p> <p>I am NOT convinced that the site on the Eastbound entry will achieve any reduction in the speed of traffic through the village as it is too far out from the centre of village, and having passed the 'build-out' it is still possible to increase speed again.</p> <p>In December 2019 the minutes indicated that this was going to cost approx £15-16K and an additional consultation fee, but I am sceptical as to whether this will be money well spent or will prove to be 'a white elephant'.</p> <p>The entrance to our business is very close to the 'build-out' and I am concerned about large and articulated lorries and farm machinery accessing and departing from the premises safely, given possible manoeuvrability issues.</p> <p>For these reasons I strongly object to this proposal for traffic calming build outs in this location both as an individual and as a business.</p>
(6) Local Resident, (Alvescot)	<p><b>Object</b> - I think it will be a waste of our money as some time ago I approached our Parish Council re the parking of local vehicles on the main road especially near the public house their reply was this helps as a chicane to slow up through traffic. This is still a problem in my opinion and I feel the money could be better spent on repairing potholes in the village and more control on parking especially on the junction of Lower end and the main road.</p>
(7) Local Resident, (Alvescot)	<p><b>Object</b> - Introducing these measures seems rather pointless, the amount of cars that park on the street through the village already slow down traffic so much. A priority would be to fix the road surface, it is already full of potholes that can cause so much damage to cars and other vehicles.</p>

(8) Resident, (Carterton)	<p><b>Object</b> - I believe it will not have the desired effect of slowing traffic through the village as once passed like in Bampton vehicles speed up anyway so I a total waste of money. It will also cause accident hazard as vehicles park all down the side of the road just inside the village so once the measure is passed you will meet oncoming traffic as most likely you will still be on the wrong side of the road going around parked cars.</p> <p>As a large vehicle driver this will either lead to accidents or driver frustration and road rage potentially noise from horns and not to mention the extra noise of waiting traffic also if the traffic is backed up from the Carterton end of Alvescot entering the village you may cause accidents from cars coming around a blind corner at speed and encountering stationary traffic.</p>
(9) Local Resident, (Alvescot)	<p><b>Object</b> - If a case can be made that is not just based on perception and/or feelings then I may be supportive otherwise I object to spending up to £15,000 on something that has no material benefit but does have well documented disadvantages.</p> <p>I have reasons to believe that parking issues in the village that I and others have raised are linked to this proposal.</p>
(10) Local Resident, (Alvescot)	<p><b>Concerns</b> – There are 3 cottages on the road into Alvescot, the road here is extremely dangerous, it has a 60mile speed limit. We take our lives in our hands when trying to pull out of our drive as there is an incline which the cars speed along. motor bikes are the worst. As this is a business we obviously have customers using our drive, and they always complain about the road and the speed.</p> <p>Being as our address is Alvescot could we not have either the traffic calming further along, or at least a 20/30 speed limit. All we have is a slow written on the road which no one takes a blind bit of notice.</p>
(11) Local Resident, (Alvescot)	<p><b>Concerns</b> - Whilst we have no objection to your proposed traffic calming measures as stated above, we make the following points:-</p>

	<p>We live about ¼ mile outside of the village on the B4020 heading towards Carterton. We have great difficulty coming out of our property (as do our neighbours) because of the speed at which the traffic passes our house. The problem is magnified because looking left from our house we have limited visibility over the brow of the hill and to the right the bend in the road.</p> <p>Sometime ago you kindly painted a “Slow” sign on the road but unfortunately it is totally inadequate as absolutely no one takes any notice. It is only a matter of time before someone runs into us as we are pulling out.</p> <p>We therefore propose that you extend some traffic calming measures to take into account the outlying properties, we are after all part of the village. The speed at which most traffic passes our house makes it impossible to walk into the village as there is no footpath for the first 200 metres leaving our property.</p>
(12) Resident, (Black Bourton)	<p><b>Concerns</b> - I think it is a good idea to have calming measures but I hate the amount of signage that accompanies it and the start of the road when the civil companies are finished?</p>
(13) Local Resident, (Alvescot)	<p><b>Concerns</b> - While we support the proposed measures, we would encourage you to look at extending the scope of the proposals to include traffic calming or management at or before the junction of the B4477 and the B4020.</p> <p>We have lived at Rose Barn on Station Road on the North side of Alvescot for over ten years and in that time the vast majority of local road traffic incidents have taken place at the above junctions rather than in Alvescot itself. I am sure that you, the Highways Agency or the Police have the detailed list of collisions and injuries at or near that junction over the years but that will not include the regular “near misses” which are usually evidenced by blaring car horns and / or the sound of tyres under emergency braking.</p> <p>We would ask that you look at the current speed limit for that stretch of road between that junction and the Northern edge of the village of Alvescot and the management of this traffic as well as within the village itself. Given the busy junction with the B4477 toward / from Filkins (Point A below) where there are regular incidents arising from confusion over right of way, a secondary less busy junction in very close proximity (Point B below) and the sweeping bend between the two points that impairs the visibility of drivers approaching from either end, we feel that the current speed limit is unsafe and inappropriate and would ask you to look at this as part of your project.</p>

(14) Resident, (Black Bourton)	<b>Concerns</b> – Whilst I have no particular objection to the planned traffic calming measures for Alvescot village, I am concerned that this might encourage drivers to speed up once out at the southern end of the village along Alvescot Road south of the railway bridge. I live at Glebe Farm, which is situated just outside the 40mph limit on the bend towards Clanfield. We have considerable problems with speeding traffic along that road, coming from either direction. We often leave our property with a long vehicle sometimes tractor & trailer, sometime truck and livestock box. There have been several occasions of near misses with traffic travelling North from Clanfield. I feel it is absolutely essential while you are making adjustments to traffic management in Alvescot, that you consider the importance of extending the current speed limit of 40mph to a point south of Bus tops by the Electricity substation.
(15) Local Resident, (Alvescot)	<b>Support</b> - It will be fantastic to have a traffic calming system as the speed of the traffic can be horrendous at times especially in the morning at school drop off time.
(16) Local Resident, (Alvescot)	<b>Support</b> - I am concerned that the calming measure is not dangerously located too near the bridge.
(17) Local Resident, (Alvescot)	<b>Support</b> - Hugely necessary to slow down rat-runners.  Within the Alvescot Conservation Area so one hopes that a more sympathetic design than those encountered elsewhere in the County might be considered.
(18) Local Resident, (Alvescot)	<b>Support</b> - <i>No comments.</i>
(19) Local Resident, (Alvescot)	<b>Support</b> - Speed of traffic through the village has long been a danger.
(20) Local Resident, (Alvescot)	<b>Support</b> - Living on the edge of Alvescot, my wife and I see some totally blatant violations of the speed restrictions for the village every day. Besides the normal speeders that may not be concentrating and ignore the signs, there are quite a number of very regular very high powered cars that must imagine they are at "Le Mans"! It is hard to judge their speed but it will easily be twice the limit and can be night or day.

	<p>Anything crossing the road at that time ( we have very few street lamps in village ) Would stand no chance of avoiding injury in the event of a collision and it is very surprising that it is only animals that have been affected at the moment.</p> <p>Any measures that bring driver awareness and common sense back to the road through the village will be most warmly welcomed.</p> <p>We would however seriously the oppose siting of the "build out" at the Northern end of the village in it's current proposed position, as it would presumably be at the 30 mph village posts structures. This would doubtless cause immense problems for farm traffic from Home Farm and consequently other road traffic, The distance mentioned of 220m from B4477 junction should be shown on a plan as most of us do not have access to equipment to measure long distances! We can then better judge what we think may be the effect of the siting.</p> <p>On reflection, It should , we feel, be the subject of a village meeting as you have proposed and to discuss other options that are available to the village. Last but by no means least, the Parish Council does not have a large precept or a large reserve to cover expensive solutions without affecting other regular needs for the village.</p>
(21) Local Resident, (Alvescot)	<b>Support</b> - The main reason for my support is the safety of pedestrians and animals due to the current narrow pavements and increasingly speeding traffic.
(22) Local Resident, (Alvescot)	<b>Support</b> - The speed of traffic through the village continues at dangerous levels presenting a serious threat to pedestrians, children and general foot traffic. The proposed plan is a pragmatic and proportionate measure to slow traffic and raise driver awareness and is much welcomed and should be installed as a priority. Moreover, this is entirely coherent with post COVID plans to prioritise bike and foot traffic safe usage of road infrastructure.
(23) Local Resident, (Alvescot)	<p><b>Support</b> - This traffic calming will obviously help in the village, but have noted the 3 cottages at the carterton end of the village have been forgotten.</p> <p>we have a cattery buisness and out drive is on a blind spot. everytime we pull out we take our life in our hands as cars come over the hill at terrific speed, and if we pull out they have the nerve to blast there horns at us.</p> <p>This road is a 60 mile hour speed limit, some of the cars are overtaking there is only a slow sign written on the road which no one takes any notice of. This either needs to be a 30 mile an hour speed limit or mirrors or extend the calming to further up.</p>



	There are more and more cars going along this road and we feel this is going to end up in a bad accident.
(24) Local Resident, (Alvescot)	<p><b>Support</b> - These measures are needed especially at the beginning and end of school day as parents are too lazy to park by the church further along Mill Lane and, thereby, create chaos at the junction of the B4020 and the road leading to The Green and Lower End.</p> <p>May I also suggest the installation of traffic calming measures on the road leading past The Green towards Lower End as delivery drivers, boy racers and some drivers of fashionable but unnecessary SUVs are endangering children and others by their cavalier disregard for pedestrians and cyclists.</p>
(25) Local Resident, (Alvescot)	<p><b>Support</b> - I am a resident of Station Road. My house is The Firs, situated about 25m after the 30mph sign on the eastern approach into the village. It is also close to the site of the proposed build out, which will be only a few metres from my driveway. The road has a 30 mph limit through the village, and despite various speed surveys that play down the speeding issue, I have watched car after car entering the village from the east, speeding past my driveway triggering the illuminated 30 mph sign a few metres farther on. I estimate around two out of three cars are travelling faster than the speed limit. A build out would certainly help to slow down, or even stop, cars entering the village at speed. I am therefore delighted with this Parish Council initiative.</p> <p>I am aware of concerns over traffic calming from some residents (who mainly don't live on the main road), who think the proposal is unnecessary. But I would say to them that they are not aware, as I am (with an eye-witness view), of the dangerous speeds that some drivers travel at through the village. If I am willing to welcome a build-out outside my house, they have very little cause for complaint!</p>
(26) Local Resident, (Alvescot)	<b>Support</b> - To many fast drivers. School Children at risk when crossing road from school to playground. Its at accident waiting to happen. Please do something about it. Thank you.
(27) Local Resident, (Alvescot)	<b>Support</b> - As this is a main thoroughfare and the number of cars entering the village continue to increase at speed any traffic calming measures are welcome in part due to the presence of the primary school and also as there is an aging population within the village.

(28) Local Resident, (Alvescot)	<p><b>Support</b> – We just wanted to drop you a note in full support of the proposed traffic calming in Alvescot. I don't know why it's taken so long to do this – as residents of Lower End – with 3 children, we pull onto this road frequently, and the speed which traffic comes through the village is alarming – it makes pulling out onto the B4020 quite dangerous.</p> <p>As I'm sure you'll know, there's young children crossing this road from the carpark and bus stop to get to the village school as well as older' less able people walking to the Village Hall and Church.</p> <p>I also go running fairly early most mornings and the much of the traffic speeds from Carterton passing the 30 mph sign significantly faster than 30 mph.</p>
(29) Local Resident, (Alvescot)	<p><b>Support</b> – This proposal has full and unequivocal support of everyone residing at Stoneycroft, Main Road, Alvescot, and is a timely improvement to the increasing amount of speeding traffic through this village, especially with the risks associated with a thriving Infant and Junior School adjacent to the Main Road.</p>
(30) Resident, (Oxford)	<p><b>Support</b> - <i>No comments.</i></p>
(31) Resident, (Black Bourton)	<p><b>Support</b> - I support any scheme that helps slow traffic through our villages. However, it seems a shame that not all those effected by the speeding traffic along the B4020 will benefit from this scheme.</p> <p>I believe that the build out planned for the Westbound entry may lead to a situation where motorists leaving the village will see this point as a green light to increase their speed beyond the actual speed limit.</p> <p>It would seem to me that if the council is going to have workmen at this location installing the suggested traffic calming it would be cost effective to use this opportunity to the benefit of all those effected by speeding, all the way along the B4020 and through into Black Bourton, by installing further traffic calming along the B4020 until the traffic leaves Black Bourton. Maybe speed humps would be a better choice along this stretch of the B4020.</p> <p>If the workmen are going to be there anyway, why not make the best use of the crew and help alleviate the speeding issue for as many residents as possible.</p>

(32) Resident, (Abingdon)	<b>Support</b> - <i>No comments.</i>
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Division(s): ALL
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## **CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020**

### **INFRASTRUCTURE SECURITY BOND POLICY**

**Report by Director for Planning and Place**

#### **RECOMMENDATION**

1. **The Cabinet Member is RECOMMENDED to:**
  - (a) **approve the revised Security Bond Policy as summarised in paragraphs 16-21 and attached as Annex 1 to this report;**
  - (b) **approve the use of the policy in relation to security bonds secured through section 106 agreements for County Council infrastructure and services.**

#### **Executive Summary**

2. An update of the council's Security Bond Policy was identified as a requirement following an internal audit of Bond processes.
3. The current policy has been reviewed and this has led to the requirement for the bond policy to be reviewed taking into account the other mechanisms the County Council has to seek payment but also the delay it causes to progressing S106 agreements.
4. The security bond policy focuses on where there is a residual risk for the County Council when delivering infrastructure.
5. There are a number of mechanisms that the County Council can use to ensure that S106 contributions can be received on time or obligations are enforceable. These include, staged payments, legal mechanisms within the S106 agreement, financial incentives and an ability for developers to renegotiate triggers.
6. The new bond policy defines the future requirements and criteria for a security bond to be sought from a developer. It also sets out a review mechanism to ensure the policy and its application remain relevant and up to date.

#### **Introduction**

7. An update of the council's Security Bond Policy was identified as a requirement following an internal audit of Bond processes.
8. The current policy has been reviewed and this has led to the requirement for the bond policy to be revised taking into account the other mechanisms the

County Council has to seek payment but also the delay it causes to progressing S106s.

9. The new bond policy defines the future requirements and criteria for a security bond to be sought from a developer.
10. The Cabinet Member for Environment is asked to approve the new bond policy at Annex 1.

## **Background**

11. The existing bond policy states that all developments with contributions over £1m should have a bond however, this is a blanket requirement which does not take into account other mechanisms for enforcement. The update to the policy has included an assessment of those other mechanisms, alongside the requirement for a bond, in managing the financial risk for the County Council.
12. Negotiating bonds can delay the production of a Section 106 agreement as providing a bond can be complex and is an additional cost to a developer for the lifetime of the Section 106 obligations. Any delay in Section 106 negotiations impacts on the granting of planning permission and therefore the delivery of housing and employment growth within the county.
13. The revised Security Bond Policy reduces and simplifies the requirement of a bond to certain pieces of infrastructure and services and in certain scenarios, as outlined below. This reduces both staff time in calculating and negotiating the bond but also in needing to assess bondsman supplying the bond.
14. The revised Security Bond Policy still allows the same level of financial protection for the County Council but uses a number of mechanisms, a security bond being one option.
15. The Security Bond Policy does not cover bonds or security deposits required in relation to Section 278 or Section 38 agreements for highway works. Nor does it cover bonds or security deposits required further to the Advance Payments Code under the Highways Act 1980.
16. Section 106 agreements (S106 agreements), as defined in the Town and Country Planning Act 1990, are a mechanism for the County Council to secure the delivery of infrastructure and services through financial contributions, and the provision of land and works in kind (direct delivery) by a developer. The infrastructure requested within a S106 agreement must be necessary to mitigate the impact of a development and to make it acceptable in planning terms. Section 106 obligations (S106 obligations) can also be provided by unilateral undertaking and for the purpose of this report, S106 agreements should be read to include unilateral undertakings made under S106 provision in the Act.
17. The S106 agreement outlines the timing and method of delivery of the planning obligations on the developer. The value to be paid under a planning

obligation can vary with the scale of the development. The small to medium developments will pay smaller amounts towards improving existing infrastructure whereas the larger strategic developments will be paying substantial amounts towards new primary and secondary schools or strategic infrastructure to support the area and the Local Plan requirements in that area.

18. In most cases Oxfordshire County Council will collect contributions for delivery of the mitigating infrastructure required by the county council and this comes with an element of risk. To mitigate the financial risk to the council the S106 agreement triggers for payment are carefully worked out and in some cases a bond is required.
19. Development Bonds are to ensure that the planning obligations as set out in a S106 agreement for the specific development are met. It is the policy of the County Council to ensure that all bonds remain in place until the obligations that are bonded have been met.
20. To date the requirement for a bond for new housing and commercial development coming forward has been where the aggregate of contributions due to be paid post implementation exceed £1m including indexation. There was a recommendation by the Capital Asset Programme Board in January 2016 that the bond should be for key pieces of infrastructure where contributions were deferred, however the policy was not updated to reflect that change.
21. The change was needed as bonds are not always easy to secure from a developer as they are an additional cost to the developer and, unless the developer has a good credit rating, can be difficult to secure. Therefore, developers can be reluctant to provide and on occasions refuse to provide the bonds, and this can lead to long drawn out negotiation of S106 agreements which slows down the planning process and subsequently the grant of planning permission.
22. The impact of COVID19 has increased uncertainty within the development industry, for example housing developments being stopped due to restrictions. Effects on the housing market and investments and the shortage of materials and labour are still being assessed. These issues reinforce the need for OCC to improve certainty of infrastructure delivery, reduce financial risk and provide assurance to investors and the development industry.
23. The recommended approach will support housing and commercial development in the county by increasing flexibility in negotiation and scheduling of S106 payments and using the planning mechanisms available to the Council to deliver on the Council's priorities of growth.

### **Key Issues**

24. The Security Bond Policy has been updated as a requirement of an internal audit focusing on bonds. The bond audit, published in April 2018, identified

where the bond process could be improved and where further guidance was needed to improve the robustness of the process. One of the key findings from the bond audit was:

“It was noted that there is currently a lack of clarity over when a security bond should be sought.”

“It was found that there is no documented guidance in place for Planning Negotiators in relation to identifying the need for or negotiating a security bond as part of the S106 process.”

25. The existing bond policy was outdated, there was not clear guidance on when a bond should be sought nor on the other mitigating measures which could protect the recovery of S106 obligations.
26. The updated policy now outlines clearly when a security bond is needed but also, by assessing the other methods of recovery and enforcement, has reduced the circumstances for when a bond is required whilst still protecting the County Council from financial risk.
27. The main objectives for the Security Bond Policy are:
  - reducing the risk to an acceptable level for the Council;
  - simplifying the approach to bonds;
  - speeding up issuing planning permissions by quicker resolution over the provision of bonds; and
  - reduced financial burden on smaller developments for bond provision.

### *Future Security and Bond requirements*

28. The proposed requirements for a Security Bond are now:
  - a) Bonds will be required where:
    - i. the developer is required to contribute 25% or more of the cost of a piece of infrastructure costing £7.5m or more (including indexation) i.e. a new primary school, new secondary school or strategic transport infrastructure and the triggers for the payment of the contributions are or likely to be after the letting of the contract for the works
    - ii. the developer is directly delivering a school or other works in kind on behalf of the County Council
    - iii. the developer is providing or contributing to a new or enhanced bus service supporting the development, and the aggregate value of the bus service contribution payable post implementation exceeds £1m (including indexation)
  - b) A bond may also be required where:
    - i. Payments are significantly in arrears of occupations
    - ii. There is a concern about the financial position of the developer
    - iii. There is a history of late or non-payment to OCC



- iv. Any other reason that in the opinion of the Assistant Director of Finance and Assistant Director of Growth and Place and Strategic Infrastructure & Planning that a bond is required to protect OCC's position.
29. The other legal and negotiation mechanisms relating to protecting payments under S106 agreements are set out in the policy and include:
- a) **Staged payments**  
Ensure that the developer cashflow can support the s106 requirements and to enable that the development is viable
  - b) **Legal mechanism**  
Ensure that the wording of the S106 has both negative and positive clauses to enable enforcement
  - c) **Financial incentives**  
The use of indexation to ensure that the value of the contribution remains in line with inflation and late payment interest to cover additional costs incurred by OCC as a result of late payment
  - d) **Renegotiation of payments**  
If a developer is struggling with meeting the S106 contributions due to unforeseen exceptional circumstances, then there is an ability to renegotiate payment schedules and for a deed of variation to the S106 agreement to be put in place.

## **Risk Management**

- 30. The risk of non-payment to the County Council is deemed to be low as there have only been a small number of enforcements of developers for non-payment needed to date. However, the bond provision protects the County's position where there is a risk of non-delivery of large infrastructure or services, especially where the County are in contract or need secured funding to enter a contract for delivery.
- 31. The revised security bond policy will reduce the risk to the Council in delivering infrastructure. The policy outlines all the mechanisms that can be used to seek payment along with the enforcement measures for perusing the payments through court if necessary.
- 32. The bond policy and process will be regularly reviewed to ensure it is effective in mitigating the financial risk to the Council.

## **Communications**

- 33. Internal service teams have been consulted during the development of the updated policy, including Finance, Legal, Planning Obligations, Public Transport, Transport Development Control teams, Developer Funding and Infrastructure Delivery.
- 34. Feedback received from developers in relation to the challenges they face in providing bonds has been taken into account in drawing up the policy.

## **Conclusions**

35. Procedures to support the new Security Bond Policy are being drafted so when the Policy is formally signed off it can be enacted and used in current negotiations
36. As stated in the policy the notification of whether a development is required to provide a bond will be in the Single Response that goes back to the Local Planning Authorities. The Single Response templates will need to reflect the changes.
37. All teams involved in the process will need to be notified and trained in relation to the changes in policy. New process documentation will be finalised.
38. Local Planning Authorities will be notified of the county council's revised requirements and how this will be reflected in the current and future S106 agreements.
39. A formal review of the operation and effectiveness of the Security Bond Policy will be completed following 12 months of its implementation, with any significant revisions reported back through the Cabinet Member Decision process.

## **Financial and Staff Implications**

40. The new policy should provide the financial risk mitigation for the County Council with the legal mechanisms that can be used to enforce a S106 agreement.
41. The reduced requirement for bonds will reduce the staff time in checking the bond mechanism put forward by a developer.
42. A reduced number of bonds may reduce the time spent by the Planning Obligation Team in managing the bond process on by arranging and registering the bonds. However, the bonds that will be in place may be complex and large and will need careful monitoring and management to ensure that payments are prompt where linked to critical infrastructure. This will require resources to be redirected.
43. Enforcement will still take place through other mechanisms so the overall staffing implications for the Planning Obligations Team and Litigation Solicitors will remain the same as at present. This will be assessed annually to ensure that the bond objectives are being met and monitor any rises in enforcement.
44. The main benefit will be limiting the occasions a bond is required. This will also speed up the negotiation process for planning applications, with less time in calculating complex bond arrangements and limiting discussions with the developers.

45. The early indication of a bond through the Single Response process will ensure that developer have early sight on the requirement and therefore factor the bond amount and timing into their development calculation. Thereby making the S106 negotiation process quicker and assisting in the delivery of planning permissions.

### **Equalities Implications**

46. This policy has taken into account the equality implications of the change. It is a fair and transparent policy that does not have any equality implications.

SUE HALLIWELL  
Director for Planning and Place

Background papers: Annex 1 - Security Bond Policy

Contact Officer: Hannah Battye, Head of Infrastructure Delivery

June 2020

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# ANNEX 1

## Oxfordshire County Council (OCC)

### Security Bond Policy

May 2020 v2

#### 1. Background

##### *1.1. Introduction*

This policy addresses the issue of the use of bonds in relation to payment of Section 106 contributions and direct delivery of key strategic infrastructure like schools and highways.

Bonds/Security deposits relating to Section 278 and Section 38 works (different categories of highway work as defined by the Highway Act 1980) are not included in this report as they are a standard requirement. Likewise, this report does not deal with bonds further to the Advance Payments Code under statutory mechanisms of the Highway Act.

##### *1.2. Context*

Section 106 Agreements (S106 agreements) defined in the Town and Country Planning Act 1990 are contractual agreements between people with an interest in land (landowners / developers) and local planning authorities which seek to mitigate the impact of the development on local infrastructure and services and make it acceptable in planning terms. Section 106 obligations (S106 obligations) can also be provided by unilateral undertaking and for the purpose of this policy, S106 agreements should be read to include unilateral undertakings made under s106 provision in the Act.

In the context of County Council Services, the s106 agreement could include contributions towards the cost of providing, or direct delivery, of new school places, public transport and strategic highway infrastructure and on occasion other council infrastructure like fire stations and libraries.

These contributions can be for relatively small sums directly related to mitigating the development but can also be for larger sums linked to key area wide infrastructure or strategic infrastructure aiding the delivery of a Local Plan supporting infrastructure, including elements that have been forward funded by Government funding agreements. For those that relate to large key pieces of infrastructure where works would have to be tendered and contract awarded linked to delivery and payment schedule, this can give rise to a substantial risk for Oxfordshire County Council (OCC) if these are not paid in a timely manner or at all.

#### 2. Methods of managing financial risk

##### *2.1. Staged payments*

Most developments, other than very small ones, have deferred or staged payments to assist with viability and 'cash flow' of the development. They also assist OCC by maintaining the real value of the contribution by applying indexation up to the time of payment; and provide longer more realistic longstops (e.g. the developer can call for a refund of unspent monies after 10 years from the date of the last instalment paid).

## ANNEX 1

The disadvantages are that if development stalls, triggers for contributions may not be reached which puts risk on OCC that the cost of mitigating the impact of the development already built out is not met. However, the risk can be reduced by using time related triggers in addition to triggers relating to occupations.

For large developments above 400 dwellings, it is usual to have at least 10% of the aggregate s106 contributions payable prior to implementation and the remaining contributions payable by  $\frac{2}{3}$  of the development build out or occupations. This provides a reasonable number of occupations left against which enforcement action could be taken, reducing the risk on deferring payments. Ideally, payments should not be in arrears, i.e. after the buildings to which the amounts pertain, have been occupied.

For smaller developments, less than 400 dwellings, there is a higher risk in defaulting. The contributions will be phased to ensure 50% of contributions are received prior to implementation of the development and all paid prior to first occupation. However, smaller developers may find the high outgoings at the start of a development cause cash flow issues, and therefore there will need to be some flexibility to allow remaining contributions to be paid by a third of the development being built out and again ideally not in arrears of occupations.

### *2.2. Legal Mechanisms*

A Section 106 agreement is a legally binding contract and it is good practice for contributions under a S106 agreement to be framed both positively and negatively, for example:

- a) positively, e.g. commitment to pay to OCC the Education Contribution on or before the occupation of the xth Dwelling at the Site and,
- b) negatively, e.g. not to occupy more than xth Dwellings at the Site until the Education Contribution has been paid to OCC

Thus, if the developer defaults on payment the outstanding S106 agreement payments which are not paid when due, will be collected in line with the Council's Credit Control Policy and Debt Recovery process:

- a) OCC may claim (and if necessary, instigate legal proceedings) for payment of the outstanding contribution; and
- b) Apply to the courts for an injunction to prevent further occupations because of breach of the negative restriction.

It must be borne in mind that even in cases where the court is willing to determine the matter rapidly (this may apply in some injunction cases) court proceedings can be costly and time consuming. There can be no absolute certainty as to the outcome known as the litigation risk.

Furthermore, an injunction is “an equitable remedy” where the Court can exercise its discretion and only grant an injunction when it considers that to do so is fair.

### *2.3. OCC experience of legal proceedings*

OCC has instigated legal proceedings for non-payment under a S106 agreement on two occasions during the last 15 years. In the most recent matter OCC was successful in recovering all outstanding contributions after going to the High Court. Proceedings relating to S106 agreements should be taken in the High Court, where appropriate and

## ANNEX 1

assessed by the Assistant Directors within Planning and Place, Head of Corporate Finance and Principal Litigation solicitor and then approved to proceed to court by the Director for Planning & Place and Director of Finance (s151 Officer). The Litigation team will be able to advise as to usual timescales and cost of instigating court proceedings in the High Court.

### 3. Legal Mechanisms avoiding Court action

By statute Section 106 planning obligations are automatically enforceable against any successor in title to the development land. Thus, if the original landowner developer sells on part of the development site then the buyer developer and the original developer owner will both be liable.

It is OCC standard practice to release future homeowners and occupiers from all obligations to make payments i.e. positive commitments as identified at point above however negative/restrictive controls as identified at point 2.2 are required to remain in place.

Certainly, the County Council does not want to enforce such restricting provisions against individual householders in occupation (i.e. requiring them to move out of homes they have recently moved into), but this negative provision can be a good practical incentive to secure prompt compliance by developers. It may well be that mortgage companies for prospective house buyers wish to be certain that there are no outstanding breaches of restrictive controls before they release mortgage funding.

#### *Financial Incentives*

If an invoice is not paid indexation on contributions will be continue to be accrued until payment is received, and in addition interest (termed late payment interest) is required generally at 4% per annum above the bank (e.g. Lloyds Bank PLC) base rates compounded annually. Late payment interest is calculated from the date payment is due to the date of actual payment. This provides an in-built incentive to make payments on time; where payment is not made in a timely manner, OCC receives extra payments (these late payments are monitored by the Planning Obligations Team).

Planning Obligations Officers also monitor the progress of site delivery against the S106 agreement. Therefore, should a developer delay informing OCC that a payment trigger point has been reached, late payment interest may also be charged from the date the payment trigger was reached, up to the date of receipt of payment.

Late payment interest provision is standard. It is important to note that this is not a penalty interest. In the event contributions are not paid at the appropriate time the likelihood is OCC will have to fund the necessary mitigating infrastructure itself. This creates a cost to OCC with regard to finding those funds, which will mean either having to divert funds from other projects or using funds that should more probably have been invested in some manner. The interest charged on late payment is unlikely to cover the costs to OCC of finding those funds and diverting them to necessary infrastructure that should have been funded from another source.

### 4. Renegotiation of payment schedule

OCC's Planning Obligations Team will continue to monitor all s106 agreements and their associated development to minimise cases where developers default.

## ANNEX 1

If they see that there is a pattern of default by a developer, then this will be flagged, and more investigation and conversation is had with the developer. The District Planning Authority or County Council as planning authority, is notified and an assessment is made whether there is a similar pattern with the District/City's payment of contributions. An assessment into the finances of the company and other developments they have been involved with will also be looked at.

If it is appropriate and there are exceptional circumstances the Obligations Officer notifies the Negotiator and they go into renegotiation of the payments schedule with the developer to ensure that the payments are suitable for both OCC and the developer. This will be assessed on a case by case basis on how many times the S106 agreement triggers can be renegotiated. However, if it is deemed that a developer has acted unreasonably and defaulted again, then enforcement process will start and evidence of the default will be passed to OCC's litigation team in Legal Services.

### **5. Performance/ Security Bonds**

#### *5.1. Current arrangements*

The current policy is where Section 106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County Council contributions for the development exceed £1m (after indexation) then a bond from an approved security is required. The S106 agreement will include an obligation on the developer to provide the bond, normally before implementation of the development. Bonds are not positively encouraged in either the National Planning Practice Guidance (NPPG) or the National Planning Performance Framework (NPPF). OCC however consider it essential to minimise financial risk to the Council and ensure the necessary infrastructure is provided to making development acceptable in planning terms to seek security bonds in certain circumstances.

#### *5.2. Future Security and Bond requirements*

a. Bonds will be required where:

- i. the developer is required to contribute 25% or more of the cost of a piece of infrastructure costing £7.5m or more (including indexation) i.e. a new primary school, new secondary school or strategic transport infrastructure and the triggers for the payment of the contributions are or likely to be after the letting of the contract for the works.
- ii. Where the developer is direct delivering a school or other works in kind of a value in excess of £7.5m on behalf of OCC
- iii. Where the developer is providing or contributing to a new or enhanced bus service supporting the development, and the aggregate value of the bus service contribution payable post implementation exceeds £1m (including indexation)

b. A bond may also be required where:

- i. Payments are significantly in arrears of occupations
- ii. There is a concern about the financial position of the developer
- iii. There is a history of late or non-payment to OCC



## ANNEX 1

- iv. Any other reason that in the opinion of the Assistant Director of Finance and Assistant Director of Growth and Place that a bond is required to protect OCC's position.

OCC needs to minimise the delays in the negotiation of S106 agreements where developers refuse to provide bonds due to the additional cost to the development. Therefore, the requirement for a bond is to be indicated and the reason in line with the policy will be outlined in Single Response advice to the Local Planning Authority. Calculation of the value of the bond takes place once contributions and timings are further clarified.

The bond sum shall be calculated considering the due date of the payments to be bonded as referred to above and the likely indexation on the contributions up to the due date of payment to ensure that the real value of the contribution at the time of payment is secured.

If a bond is required, and during negotiations a developer refuses to agree to the provision of a suitable bond, the risk should be reported to the Assistant Director Growth & Place and Assistant Director of Finance for determination as to further action. (e.g. remove option of direct delivery or push payments forward).

The bond must be provided by a third party who is approved by the Council's Finance Team as a reputable financial institution which is invariably a bank or an insurance company whose business includes the provision of bonds, and they will underwrite the contributions required to be paid to the County Council. This gives a considerable degree of security that if the developer refuses to pay, fails to complete the outstanding work, fails to make a payment or goes into insolvency then the payment can be claimed from the bondsman.

There are various bond models that OCC apply with developers and these can be quite sophisticated. There are means to assist the developers to keep costs low such as:

- a. Reducing bonds are standard i.e. reduced as and when payments are made but taking account of the need to retain sufficient bond to cover the real value of the outstanding payments or in the case of primary schools – delivering the works (i.e. the payments including indexation).
- b. Rolling bonds can be provided – These are fixed term bonds (say over 3/5 years) which need to be replaced before the end of the term.

### 6. Conclusions

Bonds should be seen as one means of seeking to manage risk and are used by OCC for large pieces of high value infrastructure. Although it is not nationally encouraged, it is an appropriate mechanism of mitigating large financial risk burden from OCC. Moreover, there may be agreements when a developer is to pay the cost of construction of a new school with stage payments broadly linked to payments under the construction contract. These are only tenable where there is a bond so that OCC can be certain before entering into the construction contract that it will secure payment of the full contribution.

Other mechanisms and measures need to be used in the majority of cases where the risk of non-compliance with the S106 obligations, or value of infrastructure is low to

## ANNEX 1

medium and is directly related to the development. However, the best tool for managing risk will be the efficient and timely monitoring of planning obligations in S106 agreements.

### *6.1. Summary of policy*

- a. Officers are to aim that no contribution should be payable in arrears of occupations and all contributions should be paid by 2/3rds of occupations.
- b. Bonds shall be requested where there is a substantial contribution (over 25%) towards new or strategic piece of infrastructure or service.
- c. Outstanding S106 agreement payments which are not paid when due will be collected in line with the Council's Credit Control Policy and Debt Recovery process, and
- d. take court action where necessary and appropriate for developers when they are in breach of S106 planning obligations (subject in each case to the approval of the Director for Planning & Place in conjunction with the Director for Finance and Director for Law and Governance).

It should be noted that failure to pay the total agreed amount is comparatively rare.

### *6.2. Review Period of the Policy*

This policy will be reviewed annually to ensure that it is effective and meeting the objectives of:

- Reducing the risk to the Council,
- simplifying the approach to bonds and,
- speeding up issuing planning permissions by quicker resolution over the provision of bonds.