



***Delegated Decisions by Deputy Leader of the Council
(including Transport)***

***Thursday, 14 February 2013 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf and the related reports are attached. Decisions taken will become effective at the end of the working day on 22 February 2013 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

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

Peter G. Clark
County Solicitor

February 2013

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

Note: *Date of next meeting: 21 March 2013*

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

Items for Decision

1. **Declarations of Interest**

2. **Questions from County Councillors**

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

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

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

3. **Petitions and Public Address**

4. **Proposed Amendments to Parking Restrictions High Street and Church Green, Witney** (Pages 1 - 16)

Forward Plan Ref: 2012/171

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL4**).

5. **Proposed Parking Restrictions in Vicinity of Hanborough Station** (Pages 17 - 30)

Forward Plan Ref: 2012/173

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL5**).

6. Oxford - Radcliffe Observatory Quarter (ROQ) Public Realm Enhancements (Pages 31 - 40)

Forward Plan Ref: 2012/165

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL6**).

7. Proposed Parking Restrictions - Nursery Drive, Foundry Street and Beaumont Road, Banbury (Pages 41 - 50)

Forward Plan Ref: 2012/187

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL7**).

8. Proposed Parking Restrictions - Lye Valley and Sandy Lane Areas, Oxford (Pages 51 - 60)

Forward Plan Ref: 2012/186

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL8**).

9. Proposed Parking Restrictions - Cumberland Road and Saunders Road, Oxford (Pages 61 - 68)

Forward Plan Ref: 2012/190

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL9**).

10. Proposed Zebra Crossing, Packhorse Lane, Marcham (Pages 69 - 78)

Forward Plan Ref: 2012/188

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL10**).

11. Proposed Zebra Crossing, Spring Road, Abingdon (Pages 79 - 88)

Forward Plan Ref: 2012/189

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL11**).

12. Proposed Zebra Crossing, Alvescot Road, Carterton (Pages 89 - 96)

Forward Plan Ref: 2013/005

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL12**).

13. Proposed Parking Restrictions - Brize Norton Village (Pages 97 - 102)

Forward Plan Ref: 2012/172

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL13**).

Division: Witney West

DEPUTY LEADER OF THE COUNCIL– 14 FEBRUARY 2013

PROPOSED AMENDMENTS TO PARKING RESTRICTIONS HIGH STREET AND CHURCH GREEN, WITNEY

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

Introduction

1. This report considers objections to a formal consultation on two separate proposals to amend parking restrictions in Witney.

Background

2. Following discussions at the Witney Traffic Advisory Committee (TAC) in late 2011 about delays to traffic (particularly buses) in Witney Town Centre proposals were advertised, as part of a package of other changes in West Oxfordshire, to extend the “prohibition of loading/unloading” restriction on the west side of High Street (near the raised pedestrian crossing point). No objections were received to this specific proposal. However, as there were objections to some of the other proposed changes elsewhere in the District, they were reported to the then Cabinet Member for Transport’s Delegated Decisions Meeting in February 2012. The works to implement the changes along High Street were carried out in late July 2012 and the Order became enforceable a few weeks later.
3. The introduction of the loading ban resulted in a number of complaints from disabled people and groups representing them, as well as coverage in the local press. In response, officers met with some of the complainants on site and subsequently presented a report to the October meeting of the TAC putting forward a range of options to address the concerns. Following the meeting and subsequent discussions between officers of the County Council and West Oxfordshire District Council (who are considering changes to taxi ranks in the centre of Witney), proposals were advertised to create specific disabled ‘blue badge’ parking bays on the opposite side of High Street and also on an adjacent section of Market Square, whilst retaining the loading ban introduced in summer 2012. The current and proposed layouts are shown on the plan at Annex 1. A plan detailing location is shown at Annex 2.
4. Separately, and in response to on-going requests from residents of Oakfield Place regarding the problems exiting onto Church Green as a result of parked vehicles obscuring vision, a proposal to remove a single 2-hour parking place on Church Green in the vicinity of The Fleece Hotel was advertised (Annex 3).

Formal Consultation

5. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed changes, to formal consultees on 15 November 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall, West Oxfordshire District Council Town Centre Shop in Witney and at Carterton library. They are also available for inspection in the Members' Resource Centre.
6. At the same time, the Council wrote to local residents and businesses affected by the proposed restrictions asking for their comments. In addition public notices were displayed at each site and in the Witney Gazette and Oxford Times. Other changes to parking restrictions in West Oxfordshire were advertised at the same time – responses to these are dealt with in other reports to this meeting.
7. A total of 18 responses were received, 8 regarding the proposals for High Street and 10 regarding Church Green. These are summarised at Annex 4.

High Street

8. Strong objections have been raised by a small number of people who are either Blue Badge holders or who are responding on behalf of the disabled. They consider that the removal of the parking facility on the west side of High Street has had a major detrimental effect on their lives and should be reinstated. They do not consider the alternative provision of specific Blue Badge bays on the opposite side of High Street and on Market Square to be acceptable, due to the camber of the footway and the number of pedestrians. Support for the proposals has come from local Councillors and an adjacent business.
9. In response, it should be noted that the previous provision was simply the exemption Blue Badge holders have from double yellow line restrictions and as such was not an exclusive facility but rather one that could legally be used by other vehicles including those loading/unloading. Since the loading ban was introduced, Blue Badge holders have been observed using the bay which is now proposed to become exclusively disabled parking, as well as nearby stretches with double yellow lines.
10. Separately, several objectors have complained about the way in which the consultation on the 2011 proposals was carried out and about minor administrative errors in the 2012 consultation which resulted in a 2 day delay in documents being available at the Town Centre Shop. Additional time was allowed for objections to be received and members of the public who raised

this issue were advised accordingly. These have been dealt with through the Council's procedures and staff have apologised.

11. Concerns about parking by taxis and proposals for new ranks are a matter for West Oxfordshire District Council.
12. The proposals are considered to represent a balanced approach to the management of traffic and parking in this part of Witney and whilst they do not restore the facility previously available to Blue Badge holders, they do create reserved parking places for the disabled wanting to visit the area.

Church Green

13. The objection from the Witney Hotel raises concerns about the overall parking availability in this part of the town centre and therefore the importance of every space and also the possibility that other similar spaces will be withdrawn in the future. These points have been carefully considered but this has to be balanced with the problems reported about egress from Oakfield Place. Opportunities to create additional short-term parking in the Church Green area will be pursued when resources allow.

Financial and Staff Implications (including Revenue)

14. The cost of the works described in this report will be met from the budget for minor traffic scheme maintenance.

RECOMMENDATION

15. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions as set out in this report and advertised as part of the Oxfordshire County Council (Various Roads - West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.1) Order 20****

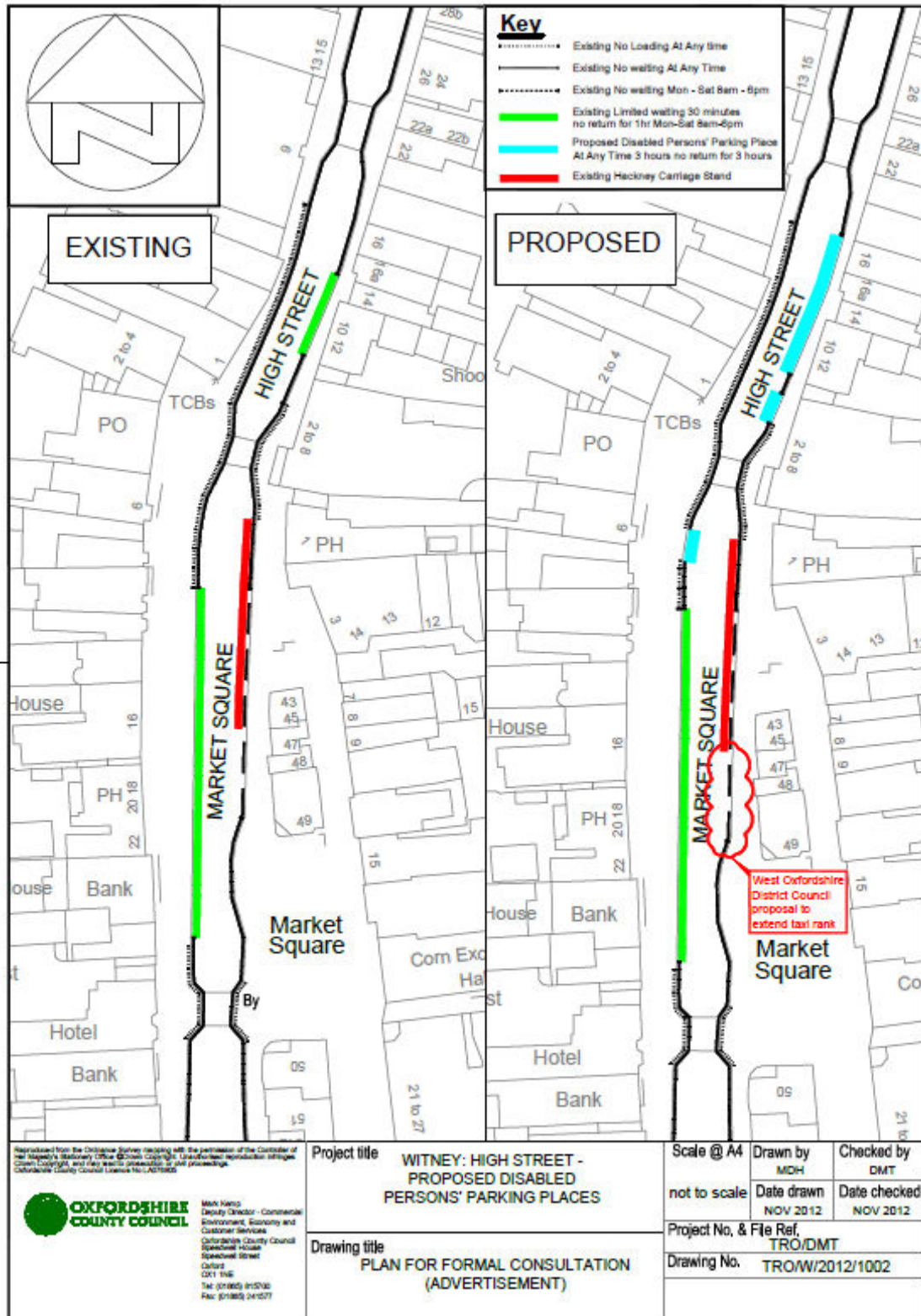
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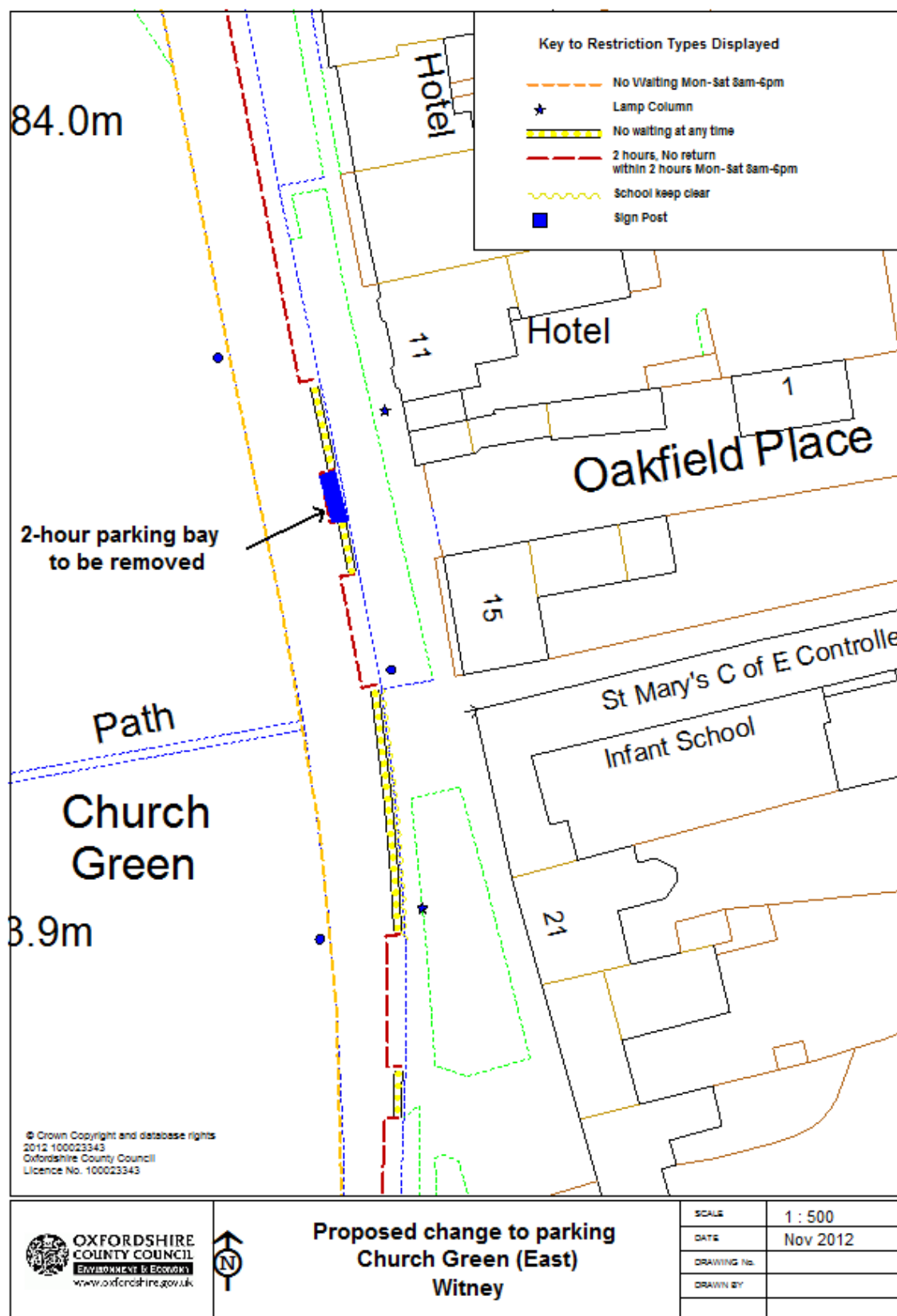
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

January 2013





RESPONSES TO CONSULTATION

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RESPONDENT	COMMENT	RESPONSE
Councillor Colin Dingwall WODC	I am sure those disadvantaged by previous proposals will be delighted. The reinstatement of disabled parking in this area is essential to those who need it. My only concern is to point out that they would have preferred to park on the West of the High Street because of the wider pavement facilitating easier transfer from vehicle to wheelchair without disrupting pedestrian flows.	Noted
Councillor Andrew Coles WODC	These proposals seem good to me and I believe meet the needs of a number of affected parties: 1) West side of High Street kept clear to avoid traffic congestion caused by parking on both sides of the road. 2) Extra specific disabled parking areas on the east side (although I think they would have preferred the west side). 3) Extra spaces for taxis (although I imagine some might complain as they'll now no longer be able to park on the double yellow lines where new disabled spaces will be).	Noted
Business owner High Street	I agree to the proposed disabled parking outside our premises, but feel you are wasting your time as the problem will still remain with the taxis using these spaces as a place to park while they wait for a parking place in the taxi rank, even though you are adding another 3 places to the rank. On most days of the week you will find most of the spaces taken up by taxis along with more taxis waiting further down the High Street all waiting for a space in the rank. Maybe one long term plan would be to close the High Street between numbers 28 and 22 and make it an area free for pedestrians leaving the remaining area of the High Street up to the roundabout and Market Square free for disabled parking and vans and lorries to unload.	Noted

Resident of Charlbury	<p>Thank you for sending me the notices about the proposed changes to parking in Witney High Street. I was amazed to read in today's Witney Gazette that you had rescinded the no waiting or unloading on the western side as well as introducing what seem to be very unsatisfactory alternatives. Could you enlighten me as to the correct situation, please?</p>	This has been clarified.
Resident of Milton-u-Wychwood	<p>These proposals do not meet the needs of Blue Badge holders. The parking needs to be back on the west side where it was safe and convenient. The proposed one space on the post office side is not suitable; it has part of a wall in the way, a deep drain cover in the road, and various poles and posts to be negotiated.</p> <p>Also the proposed taxi rank near the Congregational church would be a serious problem for disabled people using the churches and the WODC shop. I really feel this is discrimination against disabled people. I do not understand how the original decision was made with no warning or consultation, and yet there seems to be notices and meetings galore in order to try and fix the problem.</p> <p>Those concerned are only asking for blue badge parking to be restored to its original positions. This was taken away with no consultation or warning, and we are unable to find out who originated this action.</p> <p>It is quite unfair to disabled people, who have enough problems to contend with. I suggest that if congestion of the street is really a problem, there is no reason at all why us able-bodied people should need to park in the High Street – there is lots of free parking in Witney</p>	<p>The parking on the west side of High Street was removed to assist the flow of traffic. The previous provision was simply the exemption Blue Badge holders have from double yellow line restrictions and as such was not an exclusive facility but rather one that could legally be used by other vehicles including those loading/unloading.</p> <p>The issue of more radical approaches to parking and traffic management in Witney Town Centre is beyond the scope of this consultation</p>

Resident of Lower Heyford	<p>I am writing to protest about the changes to parking opportunities for disabled people in the centre of Witney. Without due consultation with Blue Badge Holders in West Oxfordshire the facility to use the badge was suddenly removed from them to park on the West Side of Witney High Street, when loading restriction signs suddenly appeared.</p> <p>It appears that the whole process has been handled very badly and disabled people who battle every day to stay independent have been put in a state of unnecessary anxiety.</p> <p>There are many reasons why the west side of the High Street is the only safe parking for Blue Badge holders. These include the condition and width of the pavement, the absence of hazards such as posts and broken kerbs and the amount of space for 8 vehicles. There is also a need for access to the Post Office.</p> <p>Under the current conditions, there are too few spaces offered where the pavement is narrow and liable to be blocked when disabled people are alighting and putting both them and other pedestrians at risk. The camber of the pavement is wrong/dangerous and the kerb curved. The space further down is at risk of being damaged by buses turning into the High Street from Welch Way.</p>	<p>Issues regarding the consultation process for the 2011 proposals have been dealt with through the Council's procedures</p> <p>The proposals are considered to represent a balanced approach to the management of traffic and parking in this part of Witney and, whilst they do not restore the facility previously available to Blue Badge holders they do create reserved parking places for the disabled wanting to visit the area.</p>
Resident of Witney	<p>I am submitting a formal objection to the recent suggested changes to disabled parking in Witney High Street.</p> <p>Without due consultation with Blue Badge Holders in West Oxfordshire the facility to use the badge was suddenly removed from the west side of the High Street beginning outside Dentons and continuing until the crossing regulations came into play. It was thus for 42 years in my personal experience. I used my badge when it was an Orange Badge from 1976 to the present day which allowed me to use the Post Office and other facilities nearby of an essential</p>	<p>Issues regarding the consultation process for the 2011 proposals have been dealt with through the Council's procedures</p>

	<p>nature. I considered my badge to be a privilege and used it with respect to other road users.</p> <p>A few years ago the pavement was greatly improved, (outside Dentons and onwards). Unfortunately the additional part of the pavement sloped downwards from the kerb. This made it very dangerous when getting wheelchairs out of vehicles as the chair could run away from the person because of the slope. It was equally dangerous for people using any sort of walking aid or had visual problems.</p> <p>I had a site meeting with a Technical Officer as a result of my concerns and in a very short time they re-laid the pavement so that it was flat and the kerb lower. Many others and I were very appreciative of this action and impressed with the response to the issue.</p> <p>The pavement on the other side (East) also sloped downwards, near Country Casuals Shop and onward. There was promise that it would be rectified the following financial year in the same way as the West Side. This promise was never kept.</p> <p>Reasons why the West Side should be used for the majority of Blue Badge Parking. The above is a key reason why Blue Badge Holders advise this side of the High Street, (west side). The pavement is wider flatter, safer and even. There is room for 8 vehicles on this side. There are no posts, poles or dangerous drains or broken kerb on this side.</p> <p>Physical reasons why the suggestions in the notice are not practical.</p> <ul style="list-style-type: none"> a) There are too few spaces offered. b) The pavement is too narrow. (Outside Clarks Shoe shop the pavement is only 1.98m.). This is very dangerous for disabled people unloading walking aids/ wheelchairs and pedestrians walking by. 	<p>The proposals are considered to represent a balanced approach to the management of traffic and parking in this part of Witney, and</p>
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	<p>c) Parts of the pavement are still sloping downwards.</p> <p>d) The suggested space by Boots has a pole in the way for getting chairs/walking aids out. The kerb is damaged and dangerous. The kerb is curved. The pedestrian traffic is high.</p> <p>e) Further down, the space by Country Casuals is too near the crossing island and dangerously near double-decker buses now driving round from Welch Way and squeezing through the narrow space of the traffic island.</p> <p>f) The suggested one space advised in the notice on the west side is in the worst possible place. There are short posts, a pole and a deep dangerous drain near the kerb. The pavement towards the post office is in dreadful repair for wheelchair users, visually impaired people, frail walkers and walking aid users. There is part of the wall in the way continuing down from the hill.</p> <p>Finally, the whole process has been handled very badly and disabled people have been put in a state of unnecessary anxiety. Too many officers/councillors have been involved in this mess and it seems officers fail to talk to each other. The whole process has made a joke of democracy and has brought shame on both councils.</p> <p>I request that you start again and go back to the original parking on the west side and add some Blue Badge parking at suitable spaces on the east side.</p>	<p>whilst they do not restore the facility previously available to Blue Badge holders they do create reserved parking places for the disabled wanting to visit the area.</p>
Resident of Witney	<p>I refer to Public Notice by Oxfordshire County Council which appeared in the Witney Gazette dated 14 November, 2012, relative to the above subject and list herewith my objections and representations regarding the proposals as follows:-</p> <p>(1) It is quite obvious that the Oxfordshire County Council have not taken in depth consideration of the following:</p> <p>(a) The problems and distress caused to disabled persons in changing their original circumstances completely and unnecessarily.</p>	<p>Officers have sought to understand the needs of all disabled people. The current proposals are considered to</p>

	<p>(b) The new proposals do not take into consideration objections made by disabled persons since the unnecessary change.</p> <p>(2) It is absolutely essential that disabled parking should be back on the west side of High Street. The pavement is better, kerb lower, pavement wider. The east side has too many problems e.g. broken kerb edges which slope downwards, narrow pavement and poles in the way.</p> <p>(3) The one space offered on the east side by the Post Office could not be worse. It has broken pavement, part of a wall in the way causing a bad obstruction for the disabled, a deep drain in the road by the kerb plus poles and black posts.</p> <p>(4) Since the change even more disabled spaces are now necessary for many reasons. Could not further disabled spaces be made available on the east side near Country Casuals, Lloyds the Chemists? Judging by the fact that the disabled spaces in the Waitrose Car Park are frequently full (causing problems as there are no facilities to queue and two entrances cause even more problems) the demand for more disabled spaces accessible to the town centre is increased.</p>	<p>represent a balanced approach to the management of traffic and parking in this part of Witney and, whilst they do not restore the facility previously available to Blue Badge holders they do create reserved parking places for the disabled wanting to visit the area.</p>
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Name & Address	Response	Comment
Owner, Witney Hotel, Church Green	<p>There is already a shortage of parking spaces around the Green and it is quite a common occurrence to have to drive round and round waiting for a space to be become available. Then, when a space becomes available it may be a hundred meters or so away. So with children, elderly parents and shopping we have to walk a considerable distance to our front doors, whilst the residents of Oakfield place all have personal parking places outside their houses.</p> <p>As one of the many business on the Green I think I can safely say that parking is one our major concerns. Most businesses and residents would agree the</p>	<p>The lack of parking space in this part of Witney is recognised and opportunities to create additional short-term parking in the Church Green area will be pursued when resources allow.</p> <p>However the loss of a single space will significantly improve</p>

CMDDL4

	<p>situation at the moment is being controlled very well. Though there are still not enough spaces. The reduction of any parking spaces to please or accommodate a few individuals would penalise many people living on the Green and also impact business. This seems like madness.</p> <p>If this proposal were to be approved it would open the gates for all driveways on the Green to ask for easier access. The Tleece, the Masonic Hall, Saint Mary's School, Saint Mary's Church, the industrial estate, number one Church Green and so on.</p>	<p>the problems of egress from Oakfield Place.</p> <p>There is no intention to remove parking at these locations.</p>
Business, Church Green Witney	We are in full support of removing the space between The Fleece and Oakfield entrances. Our parking is within Oakfield Place and I as with others do struggle with turning out of Oakfield Place when cars are parked in that space as it is very difficult to see oncoming traffic and have had near incidents in the past.	Noted
Resident Oakfield Place Witney	I sincerely hope that the planning people will agree to the double yellow lines in the vicinity of the Fleece before there is a serious accident.	Noted
Resident Oakfield Place Witney	I welcome the proposed change to parking restrictions Church Green Witney. At present there is a great risk of a accident occurring and I would be grateful of anything which will prevent this.	Noted
Resident Oakfield Place Witney	<p>Thank you for your recent decision to consult on removing the parking space between Oakfield Place and The Fleece. I and several others have written numerous letters to OCC over the years about the hazard of driving out of Oakfield Place and turning right towards Butter Market.</p> <p>We are 13 separate residences with both garages and onsite parking spaces, plus 4 parking spaces allocated to a business in Church Green - together with service vehicle visits this amounts to a considerable amount of traffic.</p> <p>When the offending Church Green parking space is filled, particularly if the parked vehicle is a solid-sided van, our view to the right can be totally blocked.</p>	Noted

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	We stop and then edge forward but cannot see if the road is clear until our bonnet is halfway across the road. And if something is parked on the far side (maybe illegally, but it regularly happens) this heightens the danger. We have ALL experienced near misses of this nature. Also there is often a delivery van/lorry for The Fleece temporarily there, adding to the danger.	
Resident Oakfield Place Witney	The entrance to Oakfield Place is narrow and offset in relation to the "Tarmac strip" across the grass verge. Though this tarmac strip does fan out slightly as it reaches the road on Church Green it is not wide enough to permit incoming vehicles to pass outgoing vehicles - and incoming traffic is forced to reverse out into the road (always a dangerous option) to allow vehicles to exit. The Oakfield Place driveway is long and narrow and it is not feasible for exiting vehicles to reverse away from the junction and return between the gate posts. Incoming traffic is thus forced to reverse out, sometimes into the path of passing traffic.	Noted
Resident of Oakfield Place Witney	The enclosed three photos show two damaged vehicles to the south of Oakfield Place gateway. This recent accident happened very close to the single parking space that you are consulting about, mid-morning in reasonable visibility but on wet roads. Had there been any pedestrians there, injuries would have been serious. It highlights the difficulties in turning right out of The Fleece car park or from Oakfield Place. Parked vehicles, particularly 4x4s and side-windowless delivery vans etc, can totally block this view.	Noted
Resident of Oakfield Place Witney	I am so delighted to get the good news of one car space being removed from outside our entrance to Oakfield Road. It will make an enormous difference to all our residents apart from being always so very dangerous to "risk" moving out on to Church Green.	Noted
Resident of 9 Oakfield Place	Re proposed change to parking restrictions to remove parking for 2 hours on area on Church Breen by entrance to Oakfield Place. I am delighted to read of this proposal as it will make entering and departing	Noted

CMDDL4

Witney	from Oakfield Place a lot safer.	
Resident of Oakfield Place Witney	<p>I am writing to thank you for your letter of 15 November 2012 and the proposal to remove the single 2-hour parking place on Church Green in the vicinity of The Fleece Hotel.</p> <p>Having egressed from Oakfield Place almost every day for the last 11 years and experienced and seen many near misses when a van or car parked in the aforesaid parking place has obstructed the view of the road to the right, this is a very welcome and well advised proposal.</p> <p>With a primary school located close by there is an increased risk of an accident to small children and their guardians, particularly at the start and end of a school day, times when the traffic on Church Green is more pronounced and busy and the risk of injury elevated and in a more severe scenario the risk of a major tragedy.</p>	Noted

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Division: Hanborough

DEPUTY LEADER OF THE COUNCIL– 14 FEBRUARY 2013

PROPOSED PARKING RESTRICTIONS IN VICINITY OF HANBOROUGH STATION

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

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions in the vicinity of Hanborough Station in connection with the development of a new station car park.

Background

2. In recent years the car park at Hanborough Station has been unable to cope with the demand from rail users which has resulted in significant levels of indiscriminate parking on the verges along A4095 (Main Road, Long Hanborough) and along the road in front of the seven houses adjacent to the car park entrance (for the purposes of this report the road is referred to as the service road). Complaints have been received from residents and from Thames Valley Police that this parking is damaging verges, obscuring visibility for vehicles exiting the car park and is dangerous when vehicles reverse off the verge into oncoming vehicles and pedestrians/cycles on the shared-use path.
3. During 2012, the train operator First Great Western (FGW) sought planning permission to convert a disused industrial site adjacent to the station into an additional car park with 191 spaces and fund the introduction of parking restrictions in the vicinity.
4. The principal restriction proposed is the introduction of significant lengths of double yellow line 'no waiting at any time' restrictions along A4095 to prohibit parking on the main carriageway and on the verges. In addition, part of Lodge Road (the access into the Hanborough Business Park) is proposed to have 'no waiting at any time' restrictions to prevent any overspill parking blocking access into the Park. Finally, the service road would have 'no waiting at any time' restrictions to protect the verges, and a length of single yellow line 'no waiting 11am-12noon Monday-Friday' restriction to prevent all-day parking but still provide some parking opportunity for residents and their visitors. The proposals are shown in the plans attached at Annex 1 and Annex 2. A map showing the location of the proposals can be found at Annex 3.

5. In recognition that a single yellow line restriction would prevent residents as well as commuters from parking all day along the service road, and in the light of the unwillingness of West Oxfordshire District Council to consider a residents parking permit scheme in the area, officers discussed the matter with FGW. As a result, the train operator has undertaken to issue one car parking permit without charge to each property in the service road to enable one vehicle to be parked within the station car parks free of charge.

Formal Consultation

6. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed changes to formal consultees on 15 November 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall, West Oxfordshire District Council Town Centre Shop in Witney and at Carterton library. They are also available for inspection in the Members' Resource Centre.
7. At the same time, the Council wrote to local residents and businesses affected by the proposed restrictions, asking for their comments. In addition, public notices were displayed at each site and in the Witney Gazette and Oxford Times. Other changes to parking restrictions in West Oxfordshire were advertised at the same time – responses to these are dealt with in other reports to this meeting.
8. A total of 14 responses were received. The residents of all seven properties in the service road signed a joint letter setting out in detail their objections and concerns. The group also sought support from their local MP and several of the residents also submitted separate comments making additional points. Two other residents from elsewhere in the village also responded as did four local businesses; these are summarised at Annex 4. Subsequently the Parish Council has written fully supporting the request by service road residents for residents' permits.
9. The service road residents do not wish to see the proposed single yellow line restriction introduced as it will significantly disturb their present arrangements. In the absence of a residents parking scheme to protect them from rail users throughout the week, they object to the imposition of any of the proposed restrictions on the grounds that this would worsen the current position. There are also concerns about the effect the proposals will have on a disabled resident and her carers, as well as the problems that those residents without driveways will have, if the restrictions are introduced.
10. In response, it is accepted that the single yellow line restriction is not as helpful as a residents parking scheme, but it will protect residents from commuter parking and, in combination with free parking in the station car park, should be a significant improvement from the current position. The

alternative of having no restrictions in place would not achieve the wider benefits that are expected from the new station car park investment. The disabled resident's vehicle has a Blue Badge which exempts the vehicle from the single yellow line restriction.

11. Of the two other residents that responded, one objects on the grounds that the restrictions are unnecessary in view of the forthcoming new car park and also that the money should be spent on other projects. The other is concerned that drivers will increasingly park nearer to the centre of the village (over ½ mile from the station) to avoid the car park charges.
12. In response, it is considered that without the proposed restrictions in place, commuters may be reluctant to use the new car park and the wider benefits that are expected from the investment will not be realised. The issue of commuters parking remotely from the station will be kept under review.
13. The responses from local businesses are mixed, with concern that, without the new car park, the new restrictions will make parking problems much worse. In response, the restrictions (if approved) will only be implemented alongside the opening of the new car park and so there should be no deterioration in the current position.

Financial and Staff Implications (including Revenue)

14. The cost of the works described in this report will be met by a contribution from First Great Western.

RECOMMENDATION

15. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions as set out in this report and advertised as part of the Oxfordshire County Council (Various Roads - West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.1) Order 20****

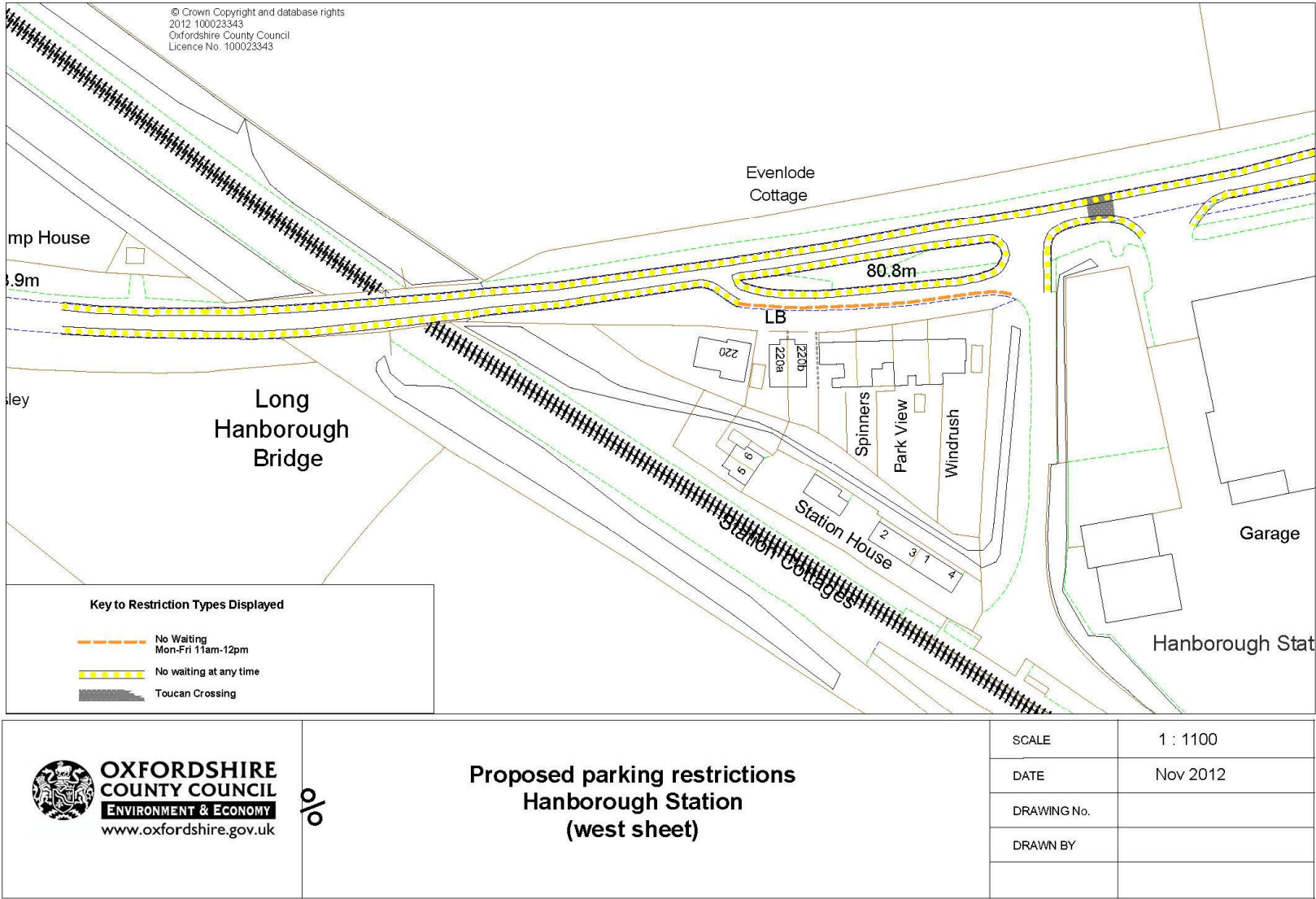
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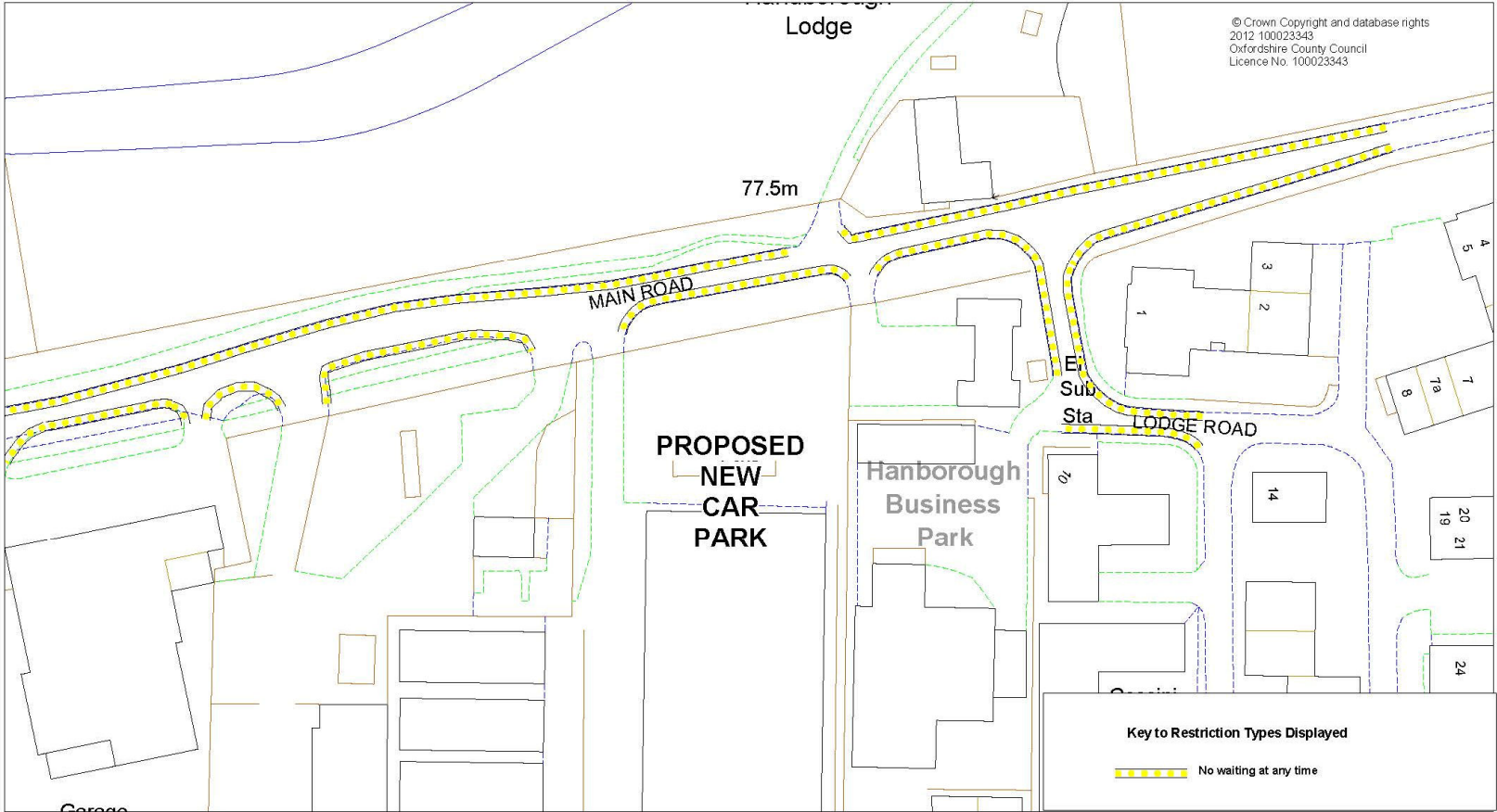
Deputy Director for Environment & Economy (Commercial)

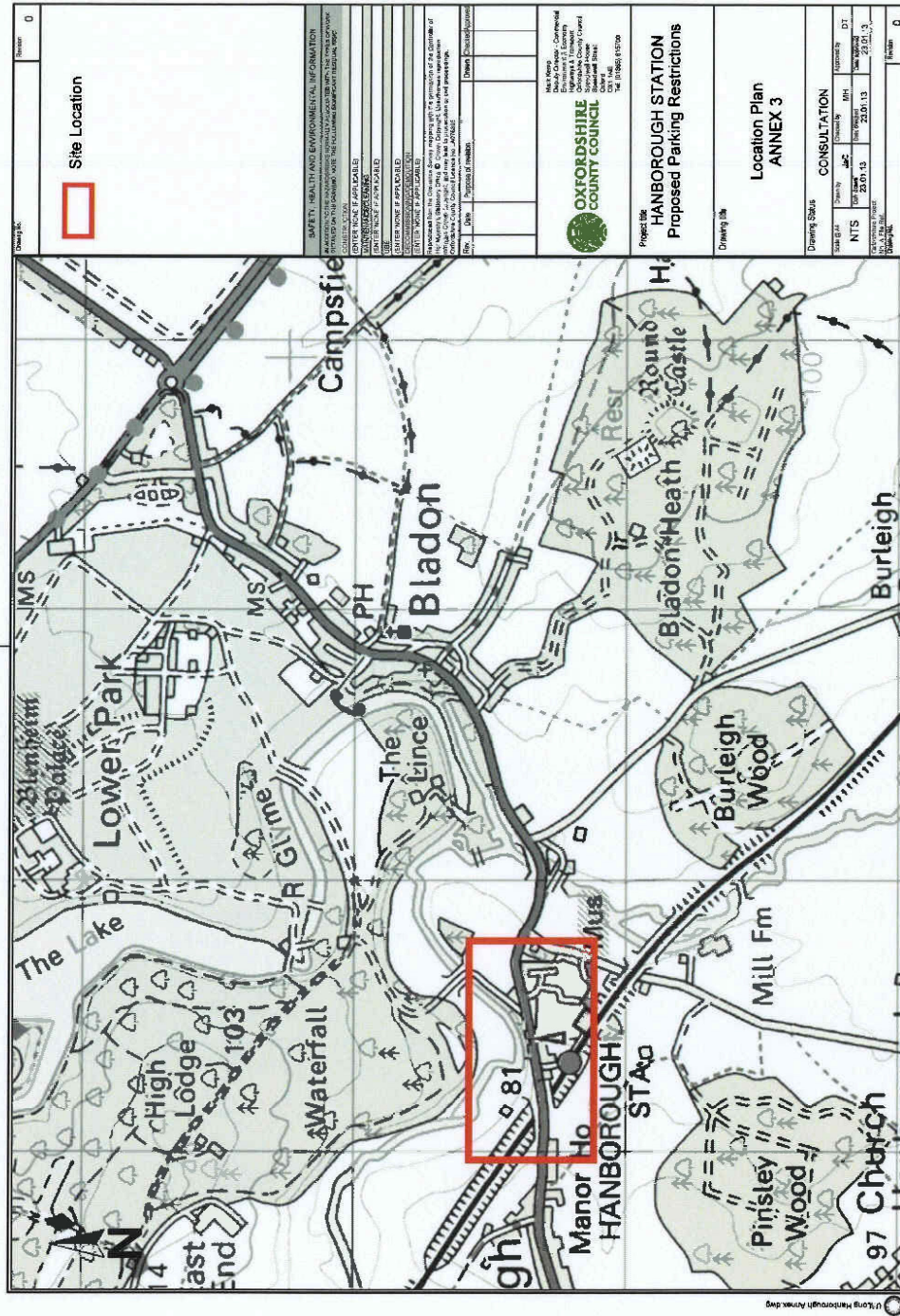
Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

January 2013







RESPONSES TO CONSULTATION

ANNEX 4

RESPONDENT	COMMENT	RESPONSE
Joint letter signed by residents of all 7 properties at Main Road service road	<p>We, the residents at 220, 220a, 220b, 222, 224, 226 & 228 Main Road Hanborough, have met to discuss the proposed new parking restrictions in vicinity of Hanborough Station and have agreed to submit our objections to Oxfordshire County Council both collectively and individually.</p> <p>When residents met with County officers in July, we clearly expressed that a prohibited parking time in the Service Road was simply not workable for the residents. The proposal places residents in a worse position than we have now and we would rather leave the parking situation the same rather than have our lives become a daily living nightmare due to unmanageable restrictions. We thereby object in the strongest terms to the proposal to introduce “No waiting” restrictions (at whatever time) on part of the Main Road service road.</p> <p>We feel it is important to clarify our situation. We are just seven houses at the edge of a village without reasonable access and have nowhere else to park. The Service Road in front of our houses is intended for the residents and not rail users as we are on a main road in a confined location. With the proposed parking plans we will be forced from our only parking place and have little protection from rail users.</p> <p>Most residents have been here for a considerable time and it has only been over the past few years that the parking situation has become so out of control. It has been suggested that this to some degree may have coincided with parking charging at Charlbury Station.</p> <p>The Police have been extremely supportive over the last few years with</p>	<p>Noted</p> <p>It is accepted that the single yellow line restriction is not as helpful as a residents' parking scheme but it will protect residents from commuter parking and in combination with free parking in the station car park should be a significant improvement from the current position – the alternative of having no restrictions in place would not achieve the wider benefits that are expected from the new station car park investment.</p>

	<p>signage and representation about our situation at council meetings but rail users will still park in front of our homes with no regard for residents. The use of the new Station Car Park will incur a fee and therefore it is likely that some rail users will actively seek to use the free lay-by in front of our homes, putting us under more stress about the parking situation than we have now.</p> <p>Our lives are already made extremely difficult and stressful by the current parking situation. However, we would prefer this to the proposed parking restrictions if this meant a “no waiting” restriction in the service road.</p> <p>Our key objections to the proposal to introduce “No waiting” restrictions (at whatever time) on part of the Main Road service road are as follows:</p> <p>The proposal appears to be based on the assumption that we are all working and commute daily to and from a regular place of work in our cars. Unfortunately this is not the case. With the exception of maybe two households, most residents are generally here during the restricted hours and therefore this will be impossible to adhere to.</p> <p>It is an unrealistic expectation that a resident should be forced to leave their home on a daily basis to drive their vehicle from outside their property to the new station car park, walk back (in whatever weather) and then within less than an hour, walk back to the car park again, collect the car and drive home. The proposal clearly discriminates against the elderly, those with young children, less able bodied/disabled & home office workers.</p> <p>What happens when we are unable to move our cars?</p> <p>The proposal does not secure the Service Road for the residents (for whom it is intended), as rail users can still park outside our homes for the other 23 hours not covered by this restriction. Where would we park if a commuter parked outside our homes during these times? Please note that we commonly see rail users parking at all times of the day.</p> <p>The proposal provides no provision to protect the residents from rail users</p>	<p>The permits offered by FGW will be valid at all times and so residents needing to park all day will be able to use the station car park and will not need to move their vehicles for just 1 hour.</p> <p>Agreed, but this type of restriction is commonly used around railway stations and has been found to be effective</p>
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	<p>at the weekend. The weekend is our only respite from the weekly parking chaos, however when parking charges are introduced, we anticipate that rail users will actively seek to use the “free” parking outside our homes. Where would we park if a rail user parked outside our homes during the weekend?</p> <p>We strongly believe the proposal is unfair, unmanageable and discriminatory.</p> <p>How will the parking restrictions on Main Road and the Service Road be managed?</p> <p>Who will be checking compliance and issuing tickets at the station and on Main Road and the Service Road?</p> <p>Will the council have sufficient funds and staff to adequately manage these changes?</p> <p>Many rail users park in dangerous positions in the Service Road, often blocking driveways and restricting access to emergency vehicles. How will this be monitored and managed?</p> <p>All the residents have agreed that the only viable option would be to have residents/permit holders only parking in the service road for the seven properties it services. Ideally the residents/permit holders only parking restrictions would cover Monday-Sunday due to the issues previously mentioned.</p> <p>We understand that WODC have a policy not to allow “Residents/Permit holders only Parking” unlike Oxfordshire County Council. We fully understand why this is. However, ours is a very unique situation based on where we are located and with no other access to alternate street parking and the pressure from rail users. For us, residents/permit holders only parking has nothing to do with status but simply the only practical solution given our situation and location. It has been mentioned that annual charges will apply for residents only parking and we understand and accept the need for a reasonable maintenance charge.</p>	<p>The permits offered by FGW will be valid at all times.</p> <p>Parking restrictions in this area are enforced by West Oxfordshire District Council.</p> <p>This is a matter for West Oxfordshire District Council.</p>
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	Please note that even residents/permit holders only parking is not ideal for us, as this just secures the parking for residents and does not make any provision for visiting family and friends. Due to these changes our friends and family would most likely have to pay to visit us or park a mile away. If we could not have residents only parking then it would be better to leave the situation as it is, as without this assurance our lives would become a daily nightmare. For this reason without the provision of residents/permit holders only for our homes then we object entirely to the proposed plans for both the "No waiting at any time" restrictions on parts of the A4095 & the "no waiting" restriction in the service road.	
Owner of a property fronting the Main Road service road	My mother and her live-in carers reside in this property. I would like to add my voice of opposition to that of my neighbours over the proposed introduction of "no waiting 11am - 12noon Monday-Friday" on part of the Main Road service road. The idea that we are unable to park our cars in front of our home for an hour each day and therefore have to be at home to move our cars to a parking space at the train station during this period is clearly unworkable.	Any vehicle with a Blue Badge will be exempt from the single yellow line restriction. In addition, the resident will be issued with a permit for use in the station car park.
Resident of Main Road service road	Requests an extension of the consultation period to provide residents with the time to fully engage and consult with the Parish Council, the MP David Cameron and local Councillors.	Resident informed that comments would be accepted until mid-January, and that objectors have the opportunity to present their case at the Decisions meeting.
Resident of Main Road service road	Requests an extension of the consultation period to provide residents with the time to fully engage and consult with the Parish Council, the MP David Cameron and local Councillors.	Resident informed that comments would be accepted until mid-January, and that objectors have the opportunity to present their case at the Decisions meeting.
Resident of Main Road service	Requests an extension of the consultation period to provide residents with the time to fully engage and consult with the Parish Council, the MP David	Resident informed that comments would be accepted until mid-

road	Cameron and local Councillors.	January, and that objectors have the opportunity to present their case at the Decisions meeting.
Resident of Main Road service road	<p>I am retired and go away on a frequent basis – not always taking my car so who would move my car during 11 – 12 each day when I am away? Also do not have a drive way which means that I have nowhere else to park apart from outside my house and would mean my car being moved every day Mon – Friday, between 11 – 12. If I go out and return after 12 and another car is parked in my space where do I park?</p> <p>I would never have bought this house with these restrictions that you are wanting to implement. I do realise that we need a solution for the railway users parking and am in favour of the car park but not when it is going to impact on lives so greatly.</p>	The permits offered by FGW will be valid at all times and so residents needing to park all day will be able to use the station car park and will not need to move their vehicles for just 1 hour.
Resident of Main Road service road	<p>Writing on behalf of neighbour who is unable to write due to her medical condition but has concerns over the new parking restrictions that will affect her property</p> <p>She is disabled and has permanent carers who live in with her to give 24 hour care. One has a car at present and there could be a time when they both have cars which will need to be parked outside the property. She also has family who visit daily and need to be able to park. The visits might be between 11-12 when the restriction is supposed to be in place.</p> <p>She also has a Disabled vehicle which is parked on the road outside the property. It cannot be parked on the driveway as there is then no space for her to pass in her wheelchair</p>	Any vehicle with a Blue Badge will be exempt from the single yellow line restriction. In addition, the resident will be issued with a permit for use in the station car park

Resident of Long Hanborough	<p>I object to the proposal on the following grounds:-</p> <p>The letter states that Oxfordshire County Council wants to introduce parking restrictions 'to support the redevelopment of the Hewden site to create a new car park'. Why does the new car park development need any more support? It is grant funded and presumably the ensuing parking charges paid by users will cover the land rent and maintenance costs. Furthermore, the rail company will benefit from the potential increase in revenue provided by an extra 191 parking spaces. Surely, the new car park will succeed on its own merits?</p> <p>The Statement of Reasons put forward by the County Council explains that the purpose of the proposed Order is to prevent disruptive parking. Does this imply the current situation is disruptive? There is no explanation of how this alleged disruption is manifested or caused. Your letter suggests that problems caused by parking around Hanborough Station are well documented, but I feel that documentation is either scant or difficult to find. What evidence is there that an actual problem exists? I do accept that people living in the vicinity need to be able to park near their homes, but surely this could be addressed simply by creating some residents parking areas?</p> <p>The Statement of Reasons then refers to consideration of 'safe movement of vehicles and other traffic using the road' and 'to limit the likelihood of danger to persons or other traffic using the road'. If road safety is a major objective, then I ask the authorities to note that far more significant is the danger faced by the A4095 road users a few hundred metres east of the train station, at the junction with Lower Road. In the two years up to April 2012, there were six recorded accidents within 100 metres of this junction, resulting in 8 casualties. In 2012, there have been at least four more accidents. A strategy for road safety must surely address real issues, and</p>	<p>It is considered that without the proposed restrictions in place, commuters may be reluctant to use the new car park and the wider benefits that are expected from the investment will not be realised.</p> <p>Parking on the verges has been the subject of complaints over recent years.</p> <p>Residents parking permits are not an option for the reasons set out in the report.</p> <p>The introduction of the parking restrictions does not prevent consideration of road safety measures in the future.</p>
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	<p>if the Highway Authorities have the opportunity to improve road safety for the increasing number of people traveling to Hanborough Station as well as the thousands of other commuters who use this stretch of road, then they should do so before wasting money on non-essential works. As an alternative to imposing parking restrictions, I propose that the road is made much safer by extending the 30mph speed limit along the A4095 as far as the junction with Lower Road.</p> <p>I ask that rather than waste money implementing an unnecessary Traffic Regulation Order, the authorities adopt a responsible approach and address more important issues, such as the provision of a cycle track to link the train station with the A44 at the Woodstock roundabout.</p>	
Resident of Long Hanborough village	<p>I write to express my concern that the parking problems in the vicinity of Hanborough Station will be displaced further along Main Road rather than solved outright by the proposed restrictions. The grass verge opposite the Bell Pub and running past the speed camera towards the centre of the village is already used by non-resident commuters who cannot find a space nearer the station (two of them bring fold-up bikes in their cars and cycle back to the station). Could you consider extending the proposed 11 a.m. to 12 noon "no waiting" restriction to this stretch? Local residents who do not have off-road parking spaces could still use the verge most of the time, but commuters would not be able to park for the day without risking a fine.</p>	The issue of commuters parking remotely from the station will be kept under review.
Business, Hanborough Business Park, Long Hanborough	<p>As the proposed parking restrictions are directly related to the issue of commuters parking I wondered what the timings are on the planned development of the car park at the Hewden Hire Site?</p> <p>The proposal to build a car park for commuters is sensible and extremely necessary.</p> <p>My first point therefore is that unless the car park has been built, the restrictions serve no logic purpose and are a waste of funds.</p>	Agreed – the restrictions (if approved) will only be

	<p>We occupy Unit 4, Bankside and Unit 15, Lodge Road. No commuters park in the entrance to our business estate, the only people who park there need access to the various offices and hotel. It can be cramped at times but it's never a nuisance. It would be inappropriate to extend the parking restrictions into Lodge Road.</p> <p>To summarise my second point. There is no parking problem in Lodge Road, commuters don't park there. In fact, there may be some space available to commuters if well managed by the council.</p>	<p>implemented alongside the opening of the new car park and so there should be no deterioration in the current position.</p> <p>It is considered that without this short length of restriction, commuters may park and block access to the Business Park.</p>
Business, Hanborough Business Park, Long Hanborough	<p>As a company occupying several units on the business park we are concerned that if these parking restrictions come into force before the Hewden site is redeveloped to create a car park, this will undoubtedly increase the amount of cars being parked on an already overloaded business park by rail commuters.</p> <p>There is not enough parking available for the people who work in these office units let alone have space available for commuter traffic.</p>	<p>The restrictions (if approved) will only be implemented alongside the opening of the new car park and so there should be no deterioration in the current position.</p>
Business Hanborough Business Park, Long Hanborough	<p>What will happen to the cars that currently park on the kerbside and what will be done to ensure that cars do not use the Business Park to park in. The Business Park is already crushed and any other cars trying to park here would make it unbearable.</p>	<p>Vehicles parked on verges will be issued with parking tickets.</p>
Playgroup Owner, Main Street, Long Hanborough	<p>We are happy with the proposed restrictions on Main Road as sometimes the cars actually block our vision when leaving the premises.</p>	<p>Noted.</p>

Division(s): West Central Oxford

DEPUTY LEADER OF THE COUNCIL – 14 FEBRUARY 2013

OXFORD – RADCLIFFE OBSERVATORY QUARTER (ROQ) PUBLIC REALM ENHANCEMENTS

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

Introduction

1. This report summarises the results of a public consultation undertaken on the proposed public realm enhancement scheme (and the associated Traffic Regulation Order) on the stretch of Woodstock Road, Oxford that fronts the Radcliffe Observatory Quarter (ROQ). The proposals are as shown on the plan at Annex 1 and the location at Annex 2.

Background

2. Oxford University is currently redeveloping the area between Woodstock Road and Walton Street in Oxford. The area was formerly the site of the Radcliffe Infirmary and is now known as the Radcliffe Observatory Quarter (ROQ). The University has provided funds under a section 106 agreement for the County Council to carry out an enhancement scheme along the Woodstock Road frontage of the site. The completion of the scheme is to coincide with the opening of the mathematics faculty in September 2013.
3. The scheme seeks to improve conditions for the high levels of pedestrians and cyclists who will be using the area in the years to come. The design increases footway widths, reduces carriageway widths and provides a central refuge. This, in combination with raised entry features and courtesy crossings, will seek to decrease vehicle speeds and provide a safe, more comfortable environment for pedestrians, cyclists and bus passengers.
4. The design has taken account of the character of the street and the proximity of the conservation area and important local architecture.
5. Widening the footway will lead to a loss of approximately four pay & display parking spaces. The current Traffic Regulation Order provides for a length of approximately 26 such spaces. In order to redress this it was proposed to extend the existing pay & display parking outside Nos. 45-55 Woodstock Road northwards by two spaces. These adjustments require an amendment to the existing Traffic Regulation Order.

Consultation

6. Early on in the design process representatives from Oxford Civic Society were invited to provide input for the scheme. A useful meeting took place and many suggestions have been incorporated into the final scheme.
7. Formal consultation on the general scheme design took place between 20 November 2012 and 17 December 2012. There were seven statements of support and one objection received. Consultation on the changes to on-street parking was undertaken between 14 December 2012 and 11 January 2013 with three objections received. A summary of all these responses, along with officer comments, is attached at Annex 3. Copies of the consultation responses are available for inspection in the Members' Resource Centre.

Objections

8. Thames Valley Police have objected to the provision of courtesy crossings, citing that they could be misconstrued as zebra crossings. Officer research draws on experience of similar crossings in the county and nationally where accident statistics do not indicate an inherent problem. In addition, the Highway Code reminds pedestrians to proceed only when they are sure that it is safe to do so i.e. when vehicles have stopped at the crossing point.
9. Two residents of Woodstock Road and St John's College (as owners of some of the properties) have objected to extending the Pay & Display parking on the grounds that it removes the unofficial dropping off point currently marked with double yellow lines. In addition, residents are concerned about the potential for additional noise nuisance especially at night.
10. It is accepted that overall pay & display parking demand in this area has reduced considerably since the closure of the Radcliffe Infirmary and so, in light of the concerns expressed, it is suggested that the proposed extension to the parking bay outside the residential properties does not proceed at this time. This would result in the number of pay & display spaces reducing from a length equating to approximately 26 spaces to 22.

How the Project Supports LTP3 Objectives

11. The public realm enhancements to this stretch of Woodstock Road will improve the perception of a safer road at this location and facilitate improvements to walking and cycling routes.

Financial and Staff Implications

12. Funding for design and construction of the scheme has been provided by Oxford University under Section 106.
13. Staff from Environment & Economy will deliver the project with the assistance of staff from Legal Services.

RECOMMENDATION

14. The Deputy Leader of the Council is **RECOMMENDED** to:
- (a) authorise officers to proceed to implementation of the public realm enhancement scheme as advertised and set out in Annex 1 to this report; and
 - (b) approve the advertised amendment to the Oxfordshire County Council (Oxford Central Area) (Designation and Regulation of Street Parking Places) (Variation No 6) Order 20**) to remove existing pay & display parking bays but not approve the northward extension to the parking bay, as described in the report.

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers:

Consultation responses

Contact Officer:

Jim Daughton Tel: 01865 815083

January 2013





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Summary of comments received during Consultation

Objection	Respondent	Comments	Officer Comments
Yes	Thames Valley Police	Whilst I am not at all against the idea of 'courtesy' crossings I do believe that making them look like a zebra crossing with the light and dark stripes could lead to confusion. All it takes is for a pedestrian to think it is a real zebra crossing whilst the motorist thinks it isn't and we have a conflict leading to collision. I am sure that a design can be implemented that is clearly a crossing, but does not suggest in any way that it is a formal crossing. I am afraid I must object to this aspect of the crossing points.	The operational use of zebra crossings as advised in the highway code 18, 19 & 20 will only help in the safe operation of these courtesy style crossings, i.e. pedestrians who consider these zebras and wish to cross indicate their intention by waiting at the kerb until the approaching vehicles have stopped before proceeding to cross and any driver that considers there is no need to stop at this unofficial crossing will just continue past. The narrowness of the carriageway and central refuge will also assist in reducing pedestrian crossing times and enable crossing movements to be completed in two distinct phases, whilst providing visually narrow running lanes for motorists that tend to help reduce traffic speeds and further increase the likelihood of drivers yielding to pedestrians.
Yes	(1) Resident of Woodstock Road	We and our neighbours have no other place to stop our car temporarily when we deliver our children or transport shopping and unload the car. Extending the parking places to this area would make it impossible and unsafe to do all this. In addition the proposal would significantly increase the level of noise both day and night, with cars parking, doors banging and people talking.	The closure of the Radcliffe Infirmary has reduced the demand for on-street parking in the vicinity. This objection does not compromise the aims of the scheme and it would therefore be acceptable to sustain the objection and to continue despite the loss of four parking spaces.
Yes	(2) Resident of Woodstock Road	We and our neighbours have no other place to stop our car temporarily when we deliver our children or transport shopping and unload the car. Extending the parking places to this area would make it impossible and unsafe to do all this. In addition the proposal would significantly increase the level of noise both day and night, with cars parking, doors banging and people talking.	The closure of the Radcliffe Infirmary has reduced the demand for on-street parking in the vicinity. This objection does not compromise the aims of the scheme and it would therefore be acceptable to sustain the objection and to continue despite the loss of four parking spaces.

Objection	Respondent	Comments	Officer Comments
Yes	(3) Resident of Woodstock Road	We and our neighbours have no other place to stop our car temporarily when we deliver our children or transport shopping and unload the car. Extending the parking places to this area would make it impossible and unsafe to do all this. In addition the proposal would significantly reduce visibility for elderly pedestrians to approaching vehicles when crossing at the Woodstock Road/Observatory Street junction.	The closure of the Radcliffe Infirmary has reduced the demand for on-street parking in the vicinity. This objection does not compromise the aims of the scheme and it would therefore be acceptable to sustain the objection and to continue despite the loss of four parking spaces.
No	Councillor CTC (SE)	Support pavement widening, 3m lanes and the crossings generally but need to look harder at the details. The existing High Street road-centre level provision gives little sense of safety or protection for pedestrians. Could you perhaps consider the kind of over-runable median which has existed for many years in Broad Street, Birmingham.	Further engineering details provided. The central reserve will have a 20mm upstand and be edged with cleft engineered tapered setts to discourage accidental overruns whilst still allowing pedestrian/cyclists to cross.
No	CTC Right to Ride Representative	This design layout is much improved on the original design. Thank you for listening to the original consultation and including the comments in this design.	No comments.
No	Oxford Pedestrians Association	We are pleased to wholeheartedly welcome these proposals, which encourage the safe and convenient movement of pedestrians across and around the area of the ROQ.	No comments.
No	Oxford City Council –City Development	I would like to support and welcome the retention of mandatory 1.5m wide cycle lanes as part of your scheme to improve the public realm in this section of Woodstock Road. From the information I have been passed, the scheme would seem to overall improve the road for cyclists, thus supporting the objectives of Oxford Cycle City.	No comments.
No	Cyclox	As such we are very glad to see explicit provision of cycle lanes, slightly more formal "striped"	No comments.

Objection	Respondent	Comments	Officer Comments
		<p>crossings, consistently-narrow traffic lanes, including to the north of the main scheme area, and a tapered median to the south. Overall, we think the design as it now stands is excellent. We would particularly commend that you have been able to make the "cycle lane" completely continuous, except at the two crossings.</p> <p>We do however have a concern with regard to the double line of granite setts "20mm high with tapered edges". Cyclists are likely to need to cycle over these, to overtake slower cyclists, to take up the correct position to turn right, and to pass buses at the bus stops. 20mm feels slightly high; 10mm might be better.</p>	<p>The engineered setts will have a tapered edge of between 8-10mm then rising to 20mm over the width of the sett. The setts will be bonded to the carriageway with resin that will extrude around the edges and further reduce the upstand to 3-5mm.</p>
No	Guide Dogs for the Blind Association	We have looked at the proposals and looked at the site and everything seems fine.	No comments.
No	University of Oxford - Mathematics	<p>These plans look broadly sensible.</p> <p>Concerns regarding the suggested use of granite setts in the courtesy crossings which could lead to considerable noise generation and cause disturbance.</p>	<p>The courtesy crossing setts will have a smooth finish and be set flush to the carriageway surface to help reduce vibration and reduce carriageway noise to an acceptable level. Relocation of the bus stop will also reduce background noise.</p>

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Divisions: Banbury Neithrop and
Banbury Hardwick

DEPUTY LEADER OF THE COUNCIL – 14 FEBRUARY 2013

PROPOSED PARKING RESTRICTIONS – NURSERY DRIVE, FOUNDRY STREET AND BEAUMONT ROAD, BANBURY

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report considers objections to formal consultations on proposals to introduce new parking restrictions in two separate areas of Banbury, namely Nursery Drive and Foundry Street, and also Beaumont Road. Although unconnected, the two proposals have been combined for consultation purposes.

Background

A. Nursery Drive and Foundry Street

2. In 2010, residents presented a petition to the Banbury Traffic Advisory Committee (TAC) seeking the introduction of restrictions to prevent all day parking by commuters. They felt this was impacting on their parking needs, causing access problems at private entrances and for refuse collection vehicles, near the Foundry Street/Cope Road junction and at the double bend in Nursery Drive. Discussion took place at that meeting around a range of options and the possible displacement that might occur should restrictions be introduced. The TAC asked officers to undertake informal consultation with residents to consider single yellow lines that operate on Mondays to Fridays from 8am to 6pm.
3. Informal consultation letters were sent to residents (whose property would front onto the proposed restrictions) in November 2010. Copies were also sent to the emergency services, the District and Town Councils and local Members. The response to this indicated that there were mixed views about the proposals, with some residents seeking different times for the restrictions, or special exemptions for their visitors. Officers discussed these responses with the chairman of the TAC (County Councillor Kieron Mallon) who suggested proceeding with the proposals in the light of a majority of residents being in favour. However, due to the reduction in budgets for minor traffic schemes in 2011/12, funding was not available to progress the proposals.
4. More recently, County Councillor Alyas Ahmed has indicated his desire to use some of his Area Stewardship Fund allocation to enable the proposals (shown on the plan at Annex 1) to be pursued.

B. Beaumont Road (industrial estate)

5. Thames Valley Police have reported receiving regular complaints from a number of businesses in the Beaumont Road industrial estate that indiscriminate parking is preventing larger vehicles from gaining access to their premises. Although most of the road has some restrictions in place, there is a length of around 400m where parking is currently unrestricted on both sides.
6. In response to these concerns, County Councillor Nicholas Turner has agreed to fund some additional parking restrictions from his Area Stewardship Fund allocation (these are shown on the plan at Annex 2).

Formal Consultation

7. Formal consultation was carried out between 6 December 2012 and 11 January 2013. A copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed changes, was sent to formal consultees. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall, Cherwell District Council's office at Bodicote House and at Banbury Library. They are also available for inspection in the Members' Resource Centre.
8. Officers also wrote to frontagers affected by the proposed restrictions asking for their comments. Public notices were also displayed on site and advertised in the Oxford Times.
9. A total of 6 responses were received regarding the proposals for Nursery Drive and Foundry Street. A further 3 responses were received regarding the proposals for Beaumont Road. These are summarised at Annex 3 with copies available for inspection in the Members' Resource Centre.
10. It is clear from the responses that there is a desire that the issue should be tackled at both locations. In Nursery Drive there is concern about parking problems continuing at the northern end of the proposals and in the vicinity of a 'turning point' outside No's 33/35. In Beaumont Road, there is concern that the proposals will concentrate parking on the east side of that section of the road, near to some industrial unit entrances.

Conclusion***A. Nursery Drive and Foundry Street***

11. The issue of extending the restrictions further into Nursery Drive was not raised in any response to the informal consultation and, to be effective, the parking prohibition would have to be extended by a significant amount. Such a change would require further consultation (with no certainty of outcome) and the delay would take the scheme beyond the current funding arrangements, with no guarantee that this could be replaced. It is recommended that the

proposals be implemented as advertised but that the congestion and/or access problems caused by all-day non-resident parking are monitored, with a view to exploring further restrictions at a future date if problems persist. This has been discussed with County Councillors Alyas Ahmed and Kieron Mallon who are both content with this approach.

B. Beaumont Road (industrial estate)

12. The comment about the possible worsening of access problems on the opposite side to the proposals can be monitored and if problems arise individual business units can request advisory white access protection (WAP) road markings by contacting Oxfordshire County Council, these markings do not require Orders to implement. Officers therefore recommend the proposals should proceed as advertised.

Financial and Staff Implications (including Revenue)

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

RECOMMENDATION

18. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions in both locations, as advertised in the Oxfordshire County Council (Various Roads, Banbury) (Prohibition And Restriction Of Waiting And Loading) (Amendment No.17*) Order 20****

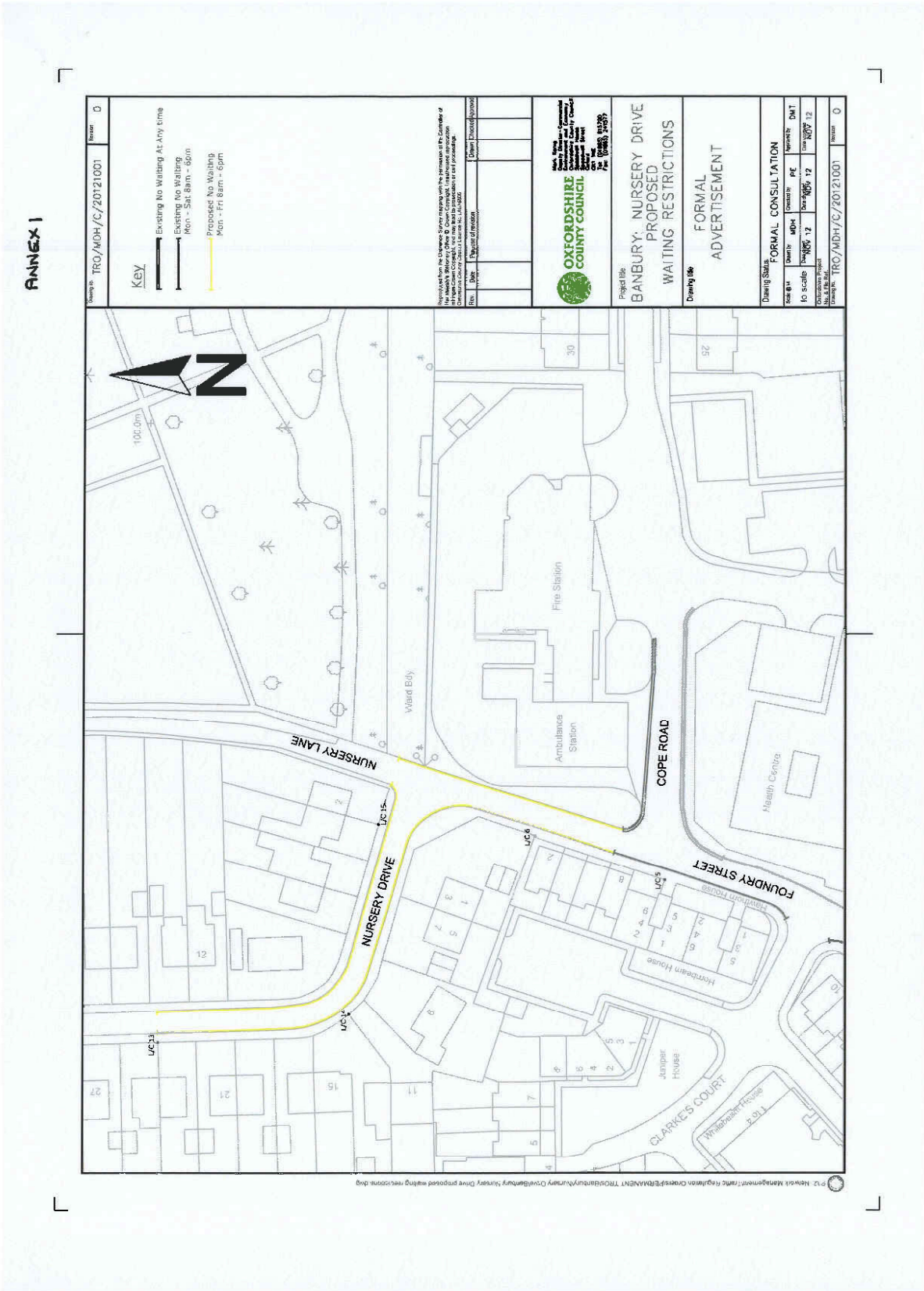
MARK KEMP

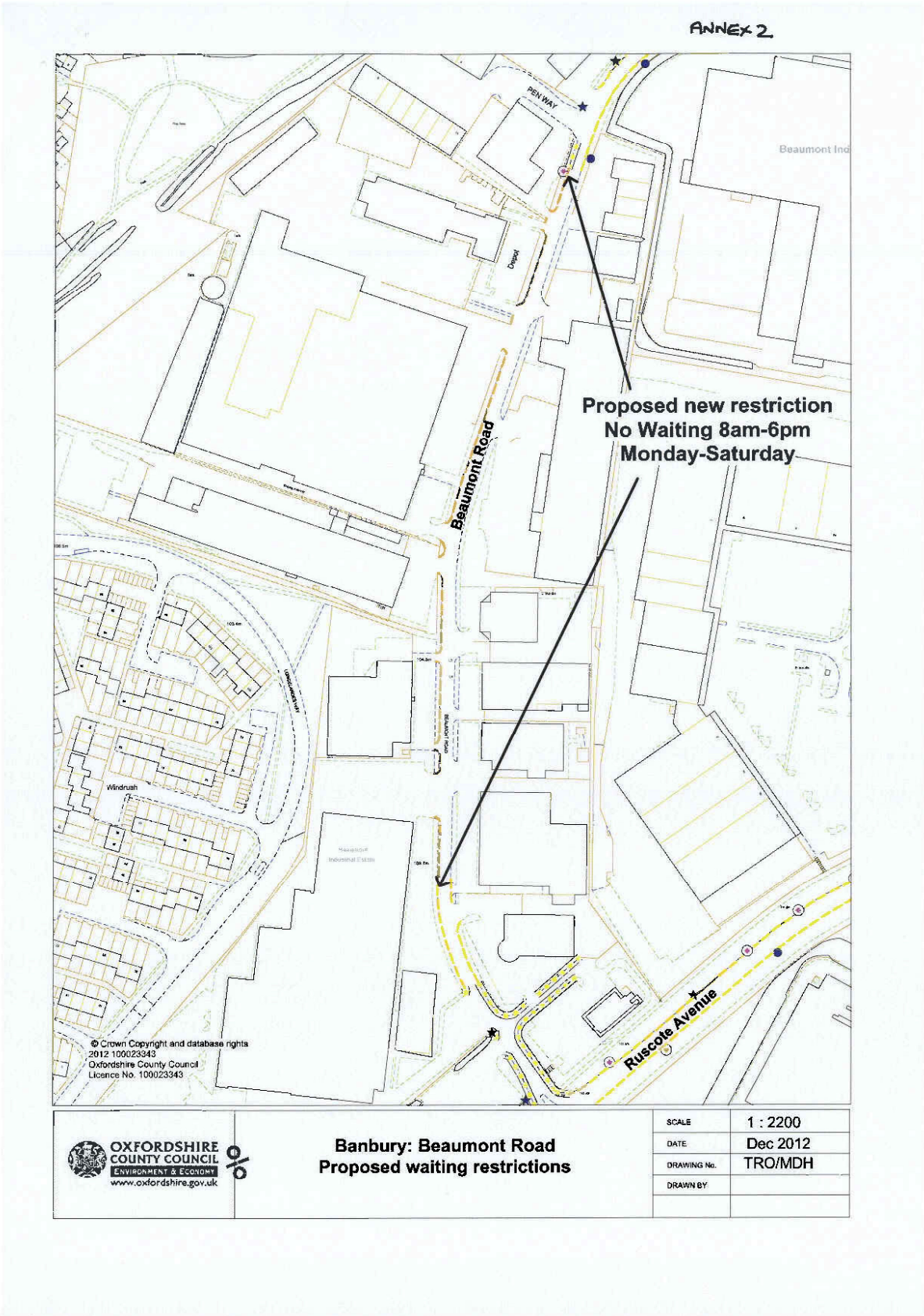
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officer: Jim Daughton Tel: 01865 815083

January 2013





RESPONSES TO CONSULTATION

A) Proposed parking restrictions Nursery Drive and Foundry Street, Banbury

Respondent	Comment	Officer response
Station Manager Banbury Fire Station	Has no adverse comments on the proposals.	Noted
A resident of Nursery Drive	Agrees with the parking restrictions but disappointed that the yellow lines will only come up to his neighbour's property. This would just move the problem. Both he and his wife are disabled and totally rely on the use of their car. He fears the proposal will cause a problem if a vehicle is parked opposite or to the right of their steep driveway which will make it difficult to get their car off the driveway and this has happened in the past, and he has great difficulty and pain in manoeuvring his vehicle.	If approved, the restrictions would be monitored with a view to exploring further restrictions at a future date if problems persist. It would also be possible to install advisory white access protection (WAP) road markings to help protect against indiscriminate parking.
	Suggests that the yellow lines continue to the turning point around no. 31 Nursery Drive which is the original end of the road when it was first constructed. Beyond this point the houses are more modern, the road is wider and therefore access is easier.	The extent of the proposed restrictions mirrors the details that were informally consulted upon in 2010, The road is slightly wider from a 'turning point' at the entrances to property no's 33/35, but shortly after this the road has a slight bend which negates this minor increase in width (of about a metre).
A resident of Nursery Drive	Suggests that it would be better to extend the proposal through to a position outside no. 33. After this point the road is wider and parking will not restrict through traffic.	The extent of the proposed restrictions mirrors the details that were informally consulted upon in 2010,

	Under the present proposal which is certainly an improvement on the present situation, if vehicles are parked outside 27, 29, 31 and also outside numbers 20 and 22 then there will be little space for the through traffic which will create other difficulties.	The road is slightly wider from a 'turning point' at the entrances to property no's 33/35, but shortly after this the road has a slight bend which negates this minor increase in width (of about a metre).
A resident of Nursery Drive	<p>Although grateful for what is proposed feels they may still have a problem with parking as the vehicles at present causing the problem will just move to the area beyond the boundary to their driveways.</p> <p>Nursery Drive was originally built as a Cul-de-sac with staggered driveways to allow for a narrow roadway i.e. 16 feet in width up to No's 26 on the left and No's 39 on the right with turning access outside No's 35 & 37. This part of Nursery Drive was built with an access road being one of the narrowest in the town at 16 feet and is practically impossible to turn into the driveways with cars parked opposite. It would be great if the parking restrictions could be extended to No's 26 and 29 to cover the narrow road area.</p>	If approved, the restrictions would be monitored with a view to exploring further restrictions at a future date if problems persist. The extent of the proposed restrictions mirrors the details that were informally consulted upon in 2010,
	The 'traffic restrictions notice' in the Nursery Lane (Right of Way) has been positioned in the wrong place as it still allows at least two cars to park in the lane causing an obstruction, it requires moving forward to the yellow line boundary. This maybe a local Council problem along with the tree and bush management of the dangerous overhanging trees from the old ambulance station which are unavoidably hit by anything other than a car.	This matter will be referred to Countryside Services who manage this Public Right of Way. The overhanging tree will need to be inspected and dealt with, if it is a highway tree. If it is on private land then an enforcement notice will need to be raised to the landowner concerned.

	<p>Also there have been quite a number of near misses with pedestrians and cyclists who come straight out of Nursery Lane thinking they have the right of way walking down the middle of the road instead of using the footpath, sometimes causing aggravation between driver and pedestrians or cyclist.</p> <p>A sign saying Pedestrians and cyclists give way, cross with care and use footpath provided should be displayed at the end of the lane.</p>	<p>If the proposals are approved, the presence of a single yellow line should help to remind pedestrians and cyclists that they are entering a main carriageway.</p>
	<p>Who is going to enforce these parking restrictions as we have been without a full time traffic warden for about 5 years and about 3 years without any kind of enforcement officer. There seems to be some confusion as to whom between Police and Council is responsible for employing the traffic warden. This is probably why there is a blatant abuse of the restricted parking area's in Banbury be it single or double yellow lines.</p>	<p>As parking enforcement in the Cherwell District has not been decriminalised, the responsibility remains with Thames Valley Police.</p>
A resident of Nursery Drive	<p>Relieved to read the plans for parking in the street. There is shunting of cars trying to get a space, and doors banging etc. from 8.00am all day. Sometimes as many as 16 cars are parked. HGVs have to use the pavement to go up or down the street. They hope the plan is put into action.</p>	Noted
A resident of Nursery Drive	<p>In agreement with the proposed waiting restrictions. However, would like to see the restrictions extended to include Saturdays and ideally Sundays too for the section of Foundry Street between Cope Road and Nursery Drive. This is because access to a garage (and hence off road</p>	<p>The proposals are primarily aimed at preventing the indiscriminate parking which takes place by non-residents on weekdays.</p> <p>It would also be possible to install advisory white access protection (WAP) road markings adjacent</p>

	<p>parking space) is within this section of road which is always very congested with vehicles. They have a very disabled son who has to visit at weekends and finds it frequently difficult to manoeuvre his wheelchair-adapted vehicle into (and especially out of) our parking space due to the on-street parking. Secondly, congestion along this section of road makes access for emergency vehicles quite difficult.</p>	<p>to the single yellow line to help discourage indiscriminate parking outside the restriction hours.</p>
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B) Proposed parking restrictions Beaumont Road (industrial estate), Banbury

Respondent	Comment	Officer response
A business on Beaumont Road	<p>Welcomes the proposed restrictions however they can see one problem which is that there should be a minimum distance with double yellow lines on the entrances to the properties along the opposite side of the road where parking will be allowed. This already occurs at the moment when vehicles park so close to the entrance that HGV vehicles cannot enter or exit sites without shunting backward or forward and also restricts visibility for safe exit from sites. They hope that when finalising the plans for the change that yellow lines will be introduced at the entrances to businesses along the allowed parking (east) side of the road.</p>	<p>In drawing up the proposals, officers were asked to promote removing daytime parking on only one side of the road; the west side of the road was chosen as it has the most private entrances to businesses, which would therefore require the removal of more parking.</p> <p>The restrictions will be monitored, and if individual business units wish it, advisory white access protection (WAP) road markings can be installed at the same time as any new markings are provided.</p>
	<p>The root cause of the parking problem relates to staff that don't use a car park because it is too far to walk back to their workplace.</p>	<p>The reduction in on-street parking resulting from the proposals is likely to lead to staff parking further away and, depending on availability of alternatives, may encourage better use of this off-street car park.</p>

A business on Beaumont Road	Welcome the proposals as it would be excellent news as traffic flow has been an increasing problem over the last few years on this estate.	Noted
A business on Beaumont Road	<p>Very pleased that the waiting restrictions are to be extended on the west side but concerned that the restrictions currently in place are not enforced and so question how the new restrictions will be enforced on a regular basis.</p> <p>Lorries regularly park on Beaumont Road while waiting for their delivery slots to the various businesses in the area. There is currently a daytime no waiting restriction in this area which seems to be completely ignored and unenforced.</p> <p>Although they would welcome any move which will improve the safety and traffic flow on Beaumont Road for pedestrians, cyclists and other road users, this must be enforced or any costs incurred will be a complete waste of funding and resources.</p>	As parking enforcement in the Cherwell District has not been decriminalised, the responsibility remains with Thames Valley Police.

Division: Leys & Lye

DEPUTY LEADER OF THE COUNCIL– 14 FEBRUARY 2013

PROPOSED PARKING RESTRICTIONS – LYE VALLEY AND SANDY LANE AREAS, OXFORD

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

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions in several streets in the Lye Valley area and separately in Sandy Lane, Blackbird Leys.

Background

2. The proposals in this report were part of a package of measures developed with County Councillors Val Smith and Richard Stevens to address local parking issues across these parts of the Division and funded through the Area Stewardship Fund. Other proposals advertised at the same time received no objections and can therefore be implemented through delegated authority.
3. The area of Lye Valley (particularly the streets off The Slade nearest to the Girdlestone Road CPZ) suffers from localised concentrations of commuter parking, which results in footways being blocked and problems of access for larger vehicles. In responding to these issues, local Councillors carried out informal consultations with residents to see what type of restriction would be most effective – the results of which formed the proposals covered in this report.
4. Sandy Lane in Blackbird Leys similarly suffers from commuter parking which results in traffic having difficulty in passing in both directions. Previous attempts to use informal markings to create passing places have had some effect, but local Councillors are keen to achieve a more robust solution, through the use of formal controls on daytime parking. The proposed restrictions also extend to part of Druce Way which would otherwise be used by displaced commuters.

Formal Consultation

5. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press containing the proposed changes, to formal consultees on 14 December 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Cowley

Library. They are also available for inspection in the Members' Resource Centre.

6. At the same time, the Council wrote to local residents affected by the proposed restrictions, asking for their comments. In addition public notices were displayed at each site and in the Oxford Times.
7. A total of 9 responses were received, 8 regarding the Lye Valley proposals and 1 regarding Sandy Lane. These are summarised at Annex 1.
8. The principle concern from those responding to the proposals for Lye Valley is the need for residents living near the service road to be able to park. Annex 2 shows the proposed parking restrictions in the area of the service road and Annex 3 the location. The proposed 2-hour parking was only intended to provide space for visitors, as it was understood that there was no requirement for residents' parking. Since the proposals were developed, planning consent has been granted for further development on the Old Road campus. This will provide funding for the introduction (subject to consultation) of further CPZs in the area, including Lye Valley; thus the current proposals can be seen very much as an interim measure. In the light of the concerns of residents and the potential development of a comprehensive solution to parking issues in the Lye Valley area, it is recommended that the section of 2-hour parking along the service road is not introduced.
9. The single response from Sandy Lane highlights the possibility that some commuters will simply swap from parking on the northern side of the road to the southern (residential) side. It is acknowledged that this may occur, but there are frequent driveways which will deter parking along the road and could be further highlighted with the introduction of white access protection markings. In addition, any restriction on the southern side would apply not just to the carriageway, but also the crossovers and verges which are well-used by residents to park on. It is therefore recommended that the proposed restrictions be introduced as advertised.

Financial and Staff Implications (including Revenue)

10. The cost of the works described in this report will be met from County Councillors Smith and Stevens Area Stewardship Fund allocation

RECOMMENDATION

11. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions as set out in this report and advertised as the Oxfordshire County Council (Various Streets, Oxford) (Waiting and Loading Restrictions) (Variation No.5) Order 20** except for the element for 2-hour parking on The Slade service road.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

January 2013

RESPONSES TO CONSULTATION

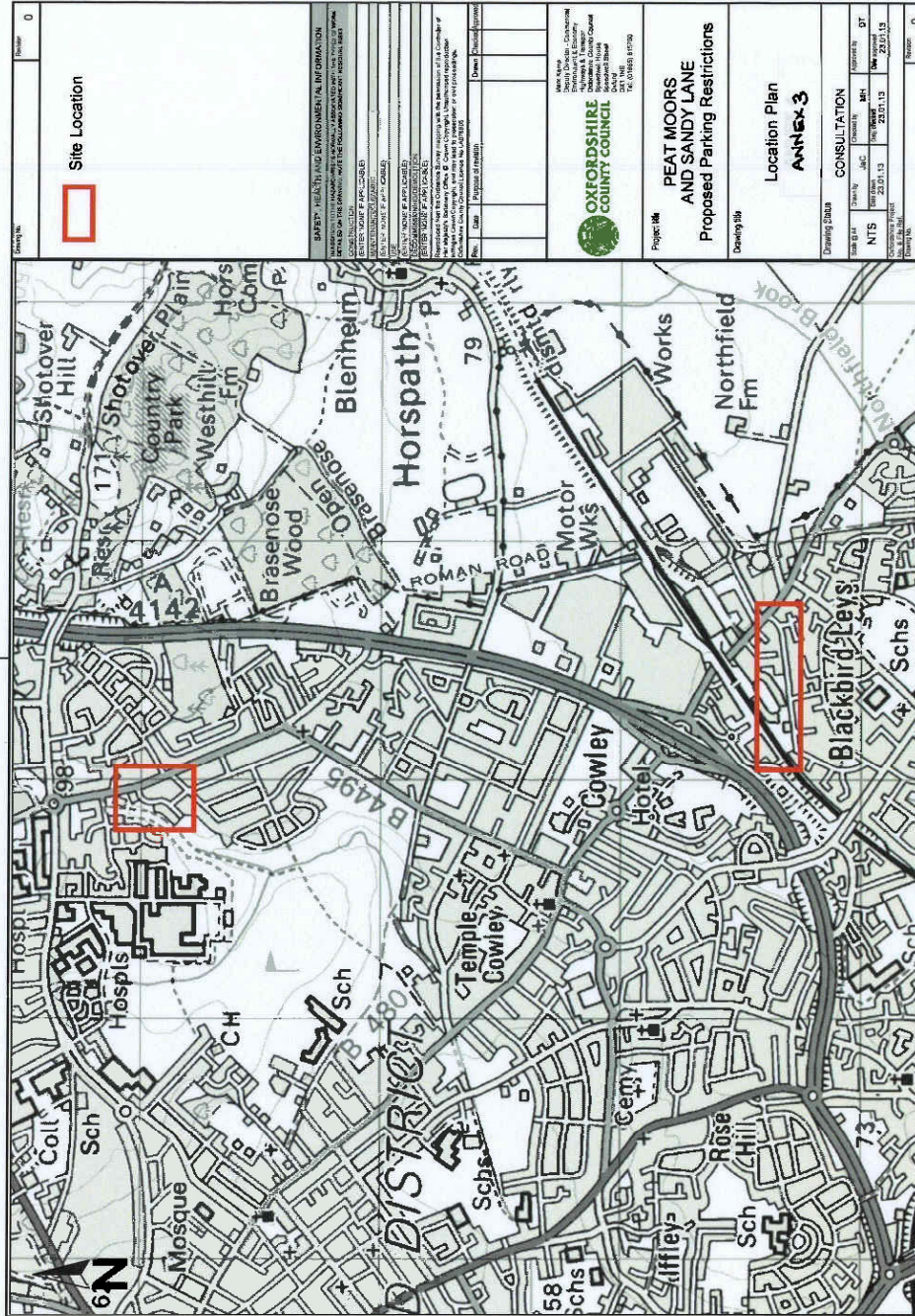
RESPONDENT	COMMENT	RESPONSE
A resident of The Slade	Requires at least part of the Service Road to have no restrictions so that residents can park their cars at all times.	In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced.
A resident of The Slade	I believe this is a problem that needs to be addressed as there are a lot of commuters parking here in the day, but you do need to respect the residents that live here. We are more than happy to pay for a parking permit, just like any other area in Oxford, to have a resident permit.	In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced.
A resident of The Slade	Does not think anyone would object to safety concerns with regard to stopping completely cars parking on corners, as proposed. However thinks that the '2 hour limited' parking along The Slade service road, outside the flats, is a draconian measure to force any tenants who are car owners to give up their cars because they will have nowhere to park. Therefore, objects to this part of the proposal. Also this restriction will lead to more congestion in Peat Moors, Bulan Road, Dene Road and surrounding streets, which is untenable. There has also been no mention of 'Resident Parking Permits' to allow resident tenants along The Slade service road to park outside their homes 24 hours per day; this again is untenable. Therefore objects to this proposal as it stands.	Noted. In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced. A Residents Parking Permit scheme may be considered in the future in response to further developments in the Old Road area.
A resident of The Slade	The proposal is an improvement in part but still fails to address the problem properly. The 2-hour limited waiting is a good idea. However, the starting time of 10am is too late as these places are taken between 7 -9 am. By not having a	In the light of objections from residents who park on The Slade service road, it is now suggested

	<p>restriction on returning defeats the object. Most of the 2 hour limited waiting in this district states that there is no returning within 2 hours. If this is introduced then this would work well provided it is policed correctly. However, once again you have not made any provision for residents and so would be included in the 2-hour limited waiting.</p> <p>The introduction of 'No Waiting' along the northwest side of Peat Moors from The Slade to No 2 Peat Moors is long overdue and should have been done a long time ago. At times it has been so bad that larger vehicles, social ambulances and emergency vehicles have been unable to get through. So the introduction of yellow lines would put a stop to that. However, on the other side of the road I see that you have not put any restriction and so, once again, residents must take pot luck as to where they can park. With the introduction of the 2- hour limit on the service road traffic will be pushed around into Peat Moors.</p> <p>I see from your proposal that you will intend to put yellow lines on most corners, this is good and should stop any clogging up, but I see that you have put no restrictions on either side of Peat Moors from No 2 – 21 until the end nor is there any restriction for the first part of Bulan Road. It is felt that with the restrictions in other parts of this area then once again these motorists will clog the roads up with their inconsiderate parking.</p> <p>All this has come about since turning the Girdlestone Road estate into residents parking but, of course, the biggest problem being that either the hospital car parks are too small or the charges too high especially for their staff.</p>	<p>that the 2-hour limit on parking is not introduced.</p> <p>A Residents Parking Permit scheme may be considered in the future in response to further developments in the Old Road area.</p> <p>The proposals for Peat Moors has been developed following informal consultation carried out by local County Councillors.</p>
A resident of The Slade	<p>Parking on the service road at the moment is extremely difficult between 7.30am and 5pm due to parking by hospital staff but with the new restrictions I cannot see that you are helping anyone. I often have to park several streets away if I move my car during the day. I do not understand why a residents</p>	<p>In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is</p>

	<p>parking scheme is not being proposed. As far as I can work out the scheme will be making things much harder for residents-where are we meant to park?</p> <p>It is already very difficult to find parking spaces and parking several streets away whilst carrying bags and looking after a young child is already hard. By adding these restrictions I can only presume I will have to park even further away from my home. Presumably the parking issue will just be pushed to another street and the problem continue.</p> <p>I have disabled neighbours – does this mean that they will have to move their cars after 2 hours too?</p>	<p>not introduced.</p> <p>Blue Badge holders are exempt from the 2-hour limit.</p>
A resident of The Slade	My concern is where residents of The Slade Service Road (west side) will park when the 2 hour limited waiting come into force.	In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced.
A resident of The Slade	<p>While I agree that something has to be done about the problem I believe a huge mistake is about to be made. You are not saying where we residents are supposed to park. Nobody has been around and had a look at the area during evenings, weekends and bank holidays. During these times there is no problem. The problem only exists day times Monday - Friday.</p> <p>The main problem is workers from the Churchill Hospital. They used to park in the Girdlestone area till residents parking was introduced. They then moved to Slade Close and along here. Slade Close was then made residents parking pushing even more of them on to us. They will not pay to park where they work or use the bus.</p> <p>The second problem is Slade Close residents who won't pay for residents parking.</p> <p>The third problem are people who park here and then get on the bus. We are being used as a free park and ride.</p> <p>I and other residents have remonstrated with these people when we can't park</p>	<p>In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced.</p> <p>A Residents Parking Permit scheme may be considered in the future in response to further developments in the Old Road area.</p>

	anywhere near our homes. We are often insulted and abused. The only fair and sensible solution to this problem is residents parking. If the residents of this area can't park near their homes it is only going to push the problem further up the road. We are surely entitled to park near to where we live. I hope a sensible solution will be found to this problem that doesn't involve making the residents of this area suffer for something that is not their fault.	
A resident of Peat Moors	Firstly thank you for looking into our parking predicament. Unfortunately I think all the cars that used to park on the northwest side will just move further round Peat Moors, filling up Peat Moors so much that we will not be able to get out of our driveways. I think more restrictions need to be put in place for non-residents. e.g. hospital staff who I suspect accounts for 90%. Make it cheaper for them to park at their place of employment.	<p>In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced.</p> <p>A Residents' Parking Permit scheme may be considered in the future in response to further developments in the Old Road area.</p>
Two residents of Sandy Lane	While we welcome the proposals, we want to ensure that the restrictions apply to both sides of the road. This may seem pedantic, but we have had instances when factory workers have parked on the grass verges directly in front of our houses when a space on the road could not be found. They also frequently park on the 'Keep Clear' signs. This causes an obstruction and obscures clear sight of the traffic passing along the road when driving off our drives.	The proposal is for restrictions on the north side of the road only, as requested by Councillors.





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DEPUTY LEADER OF THE COUNCIL– 14 FEBRUARY 2013

PROPOSED PARKING RESTRICTIONS CUMBERLAND ROAD AND SAUNDERS ROAD, OXFORD

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections received to a formal consultation on proposals to introduce new parking restrictions in two separate roads off Cowley Road in East Oxford.

Background

2. The proposals in this report are a response to local concerns raised through the Area Stewardship Fund process. The two proposals are independent from each other but as they both require an amendment to the same Traffic Regulation Order they have been combined for consultation purposes.
3. The proposed restrictions in Cumberland Road are shown on the plan attached at Annex 1. They have arisen following discussions with local police officers and others about the inconvenience and congestion caused by parking obstructing accesses in the small close off Cumberland Road. The proposed restrictions in Saunders Road are shown on the plan attached at Annex 2. A plan detailing the locations is shown at Annex 3. They have arisen following discussions with local police officers about the danger and congestion caused by parking near to the Cowley Road (beyond the existing double yellow lines) which means that at times, cars entering Saunders Road are unable to proceed and have to reverse back onto Cowley Road. County Councillor Malik has agreed to use some of his Area Stewardship Fund to deal with these issues.

Formal Consultation

4. Formal consultation on the proposed restrictions took place between 29 November and 28 December 2012. Public notices setting out the proposed restrictions were posted at the sites and in the Oxford Times. Letters were sent to frontagers and supporting documentation and plans deposited for public inspection at County Hall and Cowley Library.
5. One response was received in respect of the Cumberland Road proposals and two concerning Saunders Road. A summary of these responses, along with an officer comment, is attached at Annex 4 with copies of the consultation responses available for inspection in the Members' Resource Centre.

Conclusion

6. Both proposals have been put forward in response to local concerns by police officers and have the support of the local Councillor. It is accepted that their introduction may result in some displacement of parking but it is considered that this will be to less disruptive locations and the proposals should be introduced as advertised.

Financial and Staff Implications (including Revenue)

7. The cost of the advertising, consultation and any subsequent works described in this report will be met from County Councillor Malik's Area Stewardship Fund allocation.

RECOMMENDATION

18. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions in Cumberland Road and Saunders Road as advertised in the Oxfordshire County Council (Various Streets East Oxford) (Traffic Regulation) (Variation No.11) Order 20****

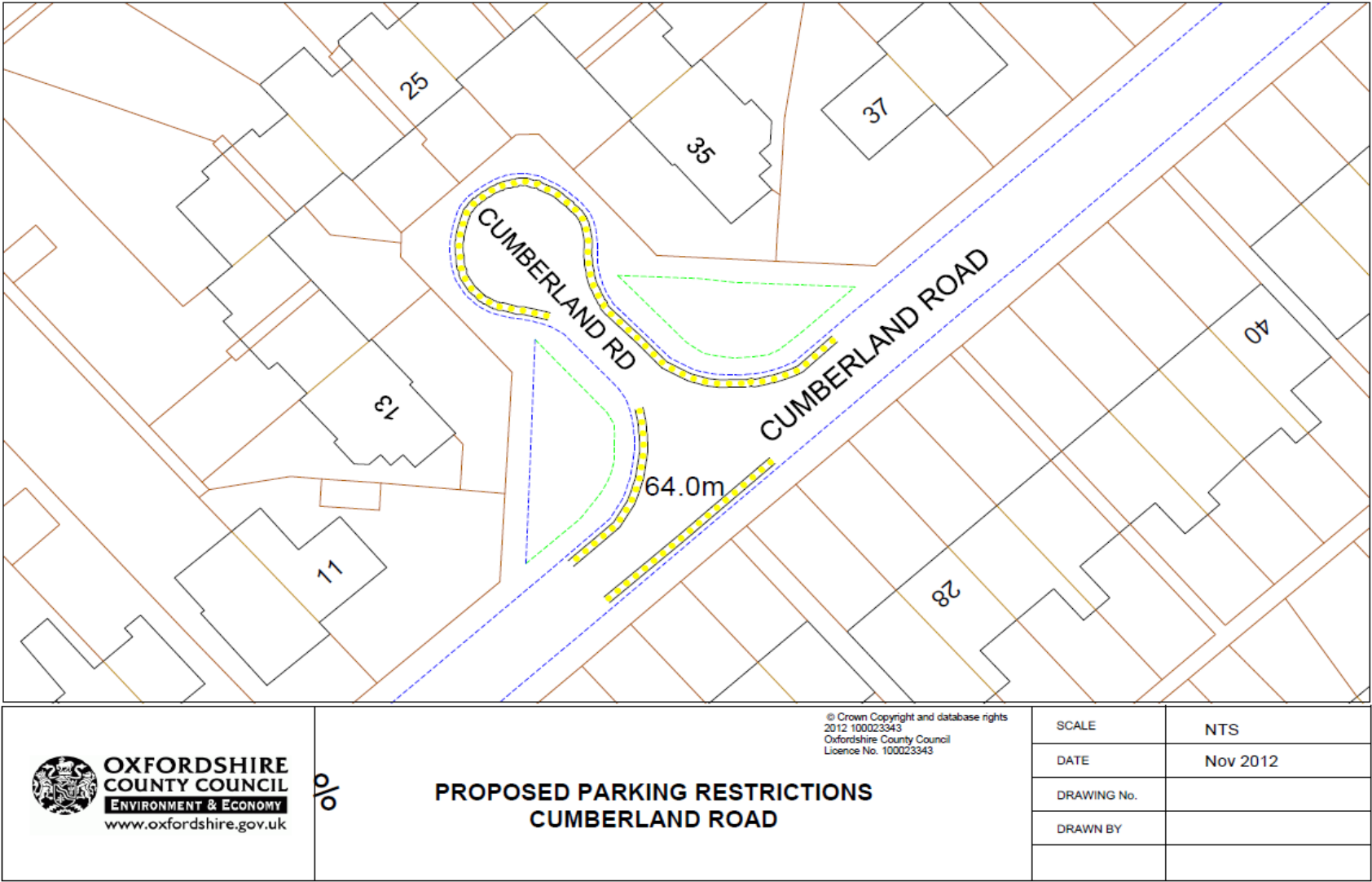
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

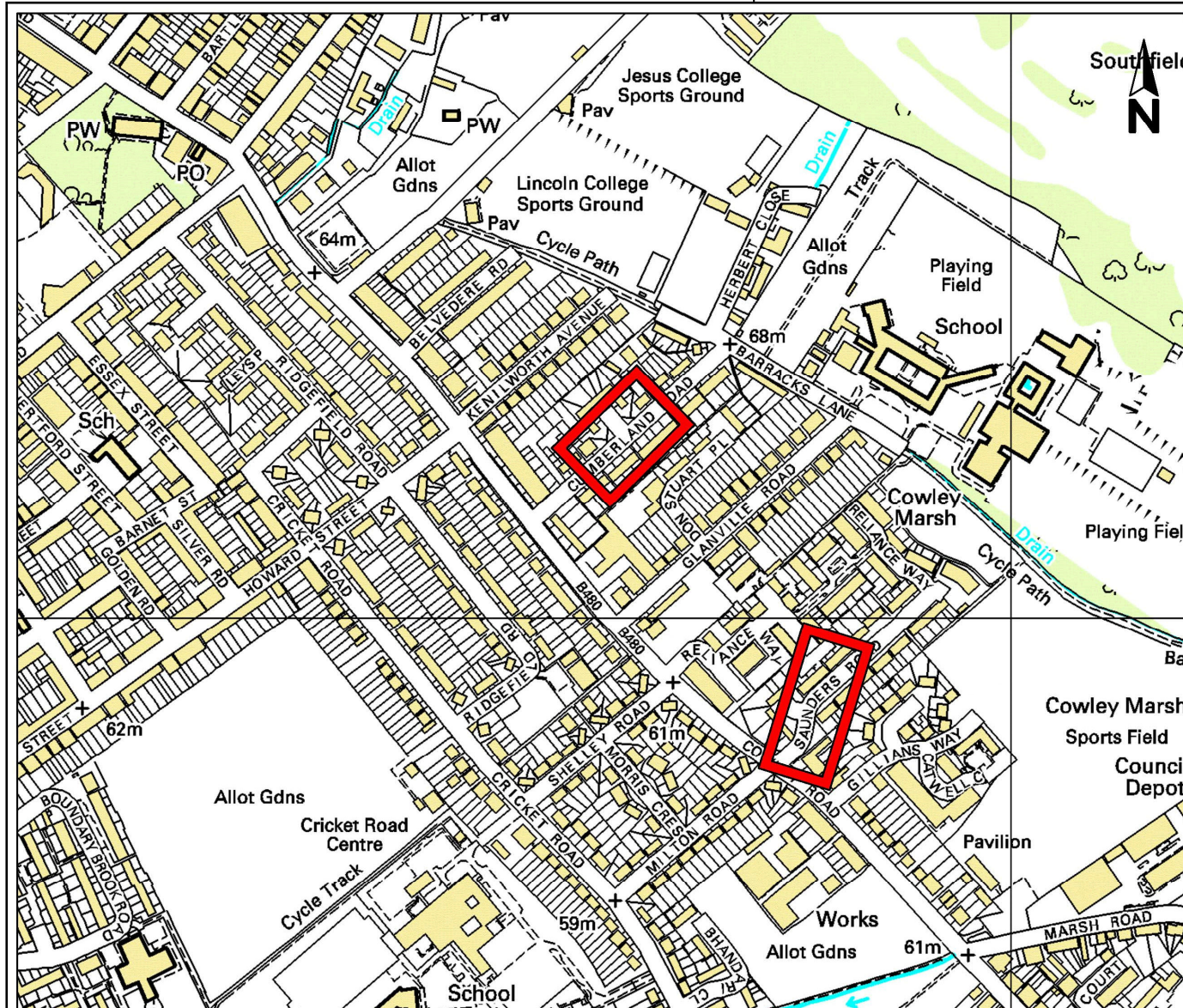
Contact Officers: Jim Daughton 01865 815803

January 2013





\\4. Improvement Schemes\Schemes\Developer Schemes (S-000700)\General\Location plan\Oxford Cumberland and Saunders road.dwg



Drawing No.		Revision	
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Site Locations

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPES OF WORK SET OUT ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:			
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title	OXFORD Cumberland Road & Saunders Road
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Drawing title	Location Plan
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Drawing Status	Consultation
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Scale @ A4	Drawn by	Checked by	Approved by
1:2500	Date drawn	Date checked	Date approved

Oxfordshire Project
10/01/2017

	Objections / Comments	Officer Response
CUMBERLAND ROAD		
Resident of Cumberland Road	<p>Directly affected by the proposal. Considers that these restrictions will only force people to look somewhere else to park. This will not help the congestion at this point but just move it along the road a little.</p> <p>Thinks the only solution is to allow parking on the green areas at the entrance to the close. If this was done there could be numbered parking so there is no argument as to who can park there. Allowing this to be done would help people to park near their house not further up the road</p> <p>There are two disabled drivers in the close.</p>	<p>The idea is to keep driveways clear within the close thus enabling residents to have confidence to use these to park without concerns about accesses being blocked.</p> <p>The 'green area' referred to is intended to be kept clear as a vision splay. In addition, as it public highway numbered parking bays could not be provided</p> <p>A section of kerb-space has been left without double yellow lines so that a Disabled bay could be introduced in future should this be required.</p>
SAUNDERS ROAD		
Resident of Saunders Road	<p>Concerned that if the new restrictions are implemented then people (including commuters and residents from elsewhere in the area) will use the parking area outside No's 1-15, thus leaving residents with nowhere to park.</p> <p>What considerations have been given to residents parking? What measures are available to ensure that the area does not become a car park for non-residents?</p>	<p>Such displacement may occur, but by parking off the main part of Saunders Road the danger and congestion issues will be resolved.</p> <p>This area is not currently being considered for residents parking.</p>

Employee of local business	<p>Parking for local business in this area is minimal particularly as the nearby section of Cowley is more often than not half full of cars for sale, occupying much needed local parking for commuters. Also, the Cowley Marsh car park is always full of council workers' cars</p> <p>Suggests that the eastern footway on Cowley Road could be converted to segregated cycleway/footway to deter parking on that side of the road</p>	<p>It is understood that Oxford City Council are investigating options to regulate the issue of kerbside car sales.</p> <p>This matter is beyond the scope of this consultation.</p>
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Division(s): Hanneys & Hendred

DEPUTY LEADER OF THE COUNCIL – 14 FEBRUARY 2013

PROPOSED ZEBRA CROSSING, PACKHORSE LANE, MARCHAM

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. The purpose of this report is to consider objections/comments received following consultation on and formal advertisement of a proposed zebra crossing on Packhorse Lane, Marcham. The detail of the crossing is shown at Annex 1 and the location at Annex 2.

Background

2. County Councillor Iain Brown proposes to use the Area Stewardship Fund in order to implement a zebra crossing on Packhorse lane, just east of its crossroads junction with North Street & Mill Road.
3. The site of the proposed zebra crossing is on the existing pedestrian desire line across Packhorse Lane (A415). There is no footway along the west side of North Street or along the west side of Mill Road in the vicinity of the crossroads junction. This is why pedestrians tend to cross the A415 on the east side.
4. Residents from Mill Road and south of the A415 cross here to access the village shop, post office, school and bus stops for Abingdon and Oxford. Residents from North Street and north of the A415 cross here to access the rural right of way network south of the village.

Consultation

5. Formal consultation was carried out between 12 December 2012 and 4 January 2013. The proposals were advertised formally in the local press and notices posted on site. Copies of the notice and plan were emailed to all statutory consultees and posted to affected frontagers.
6. Three letters and four emails from local residents and the Parish Council together with a letter and report from Thames Valley Police all containing objections/comments have been received. A summary of these together with an officer response is set out at Annex 3 with copies available for inspection in the Members' Resource Centre.

Objections and concerns

7. The main concerns of Thames Valley Police and other respondents centre on the visibility of the new crossing for drivers heading west along the A415. It is accepted that this is below recommended standards but in this location it is mitigated by the close proximity of the narrow bends which naturally reduce traffic speeds. In addition, a permanent illuminated 'zebra crossing ahead' warning sign visible through the bends and two sets of maximum length zigzag lines extending back from the crossing to the bends will highlight the crossing to drivers.
8. Some respondents have suggested that the crossing should be located to the west of the proposed location to improve its visibility to westbound drivers. This is not considered an appropriate location as it is remote from the pedestrian desire line and may be unused as a result.

How the Project supports LTP3 Objectives

9. Implementation of the zebra crossing will improve walking facilities and promote road safety.

Financial Implications

10. The cost of implementing the zebra crossing will be met from County Councillor Iain Brown's Area Stewardship Fund allocation.
11. Design and consultation has been undertaken by officers from Environment and Economy as part of their normal duties.

RECOMMENDATION

12. **The Deputy Leader of the Council is RECOMMENDED to authorise the implementation of a zebra crossing on Packhorse Lane, Marcham as advertised.**

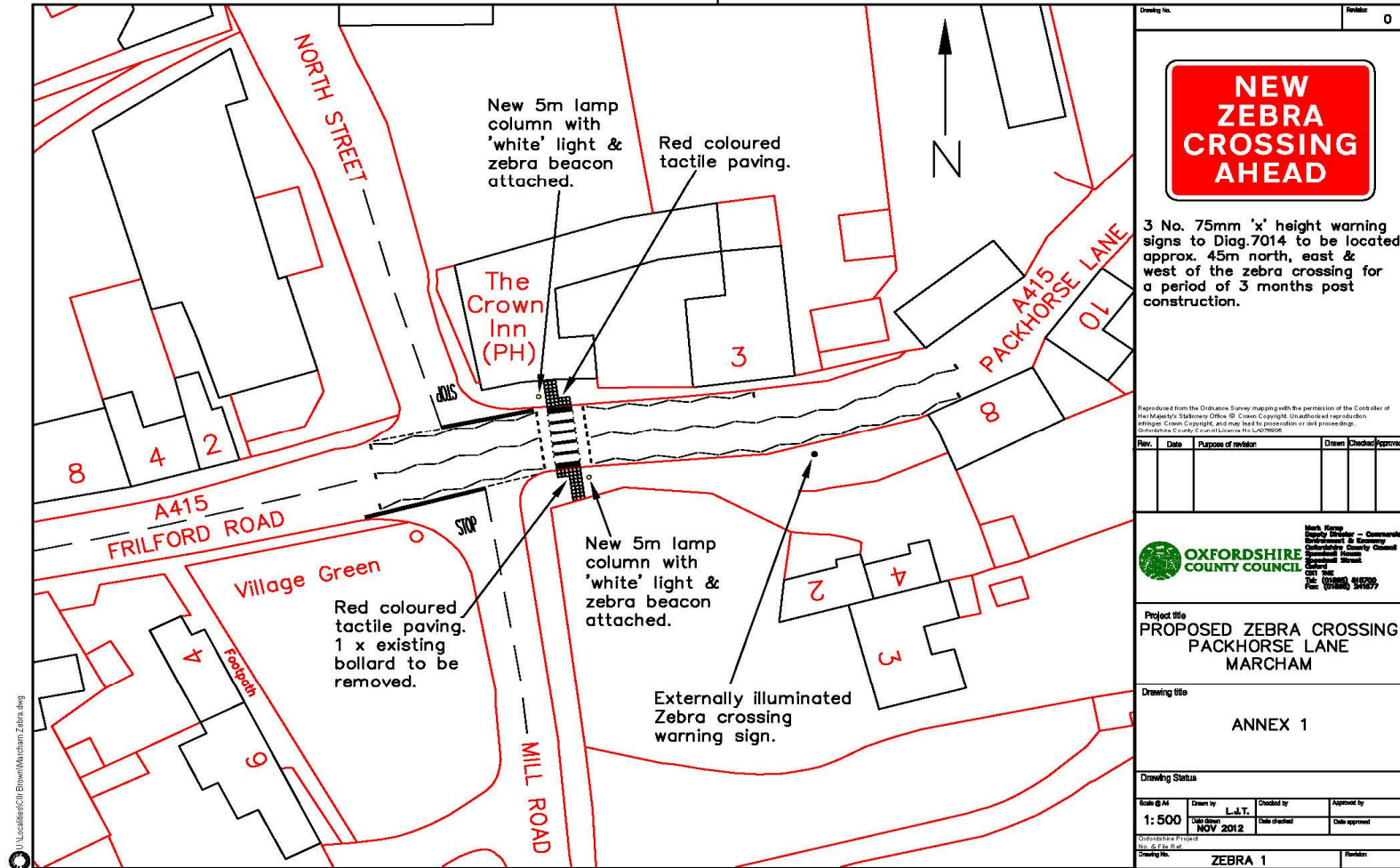
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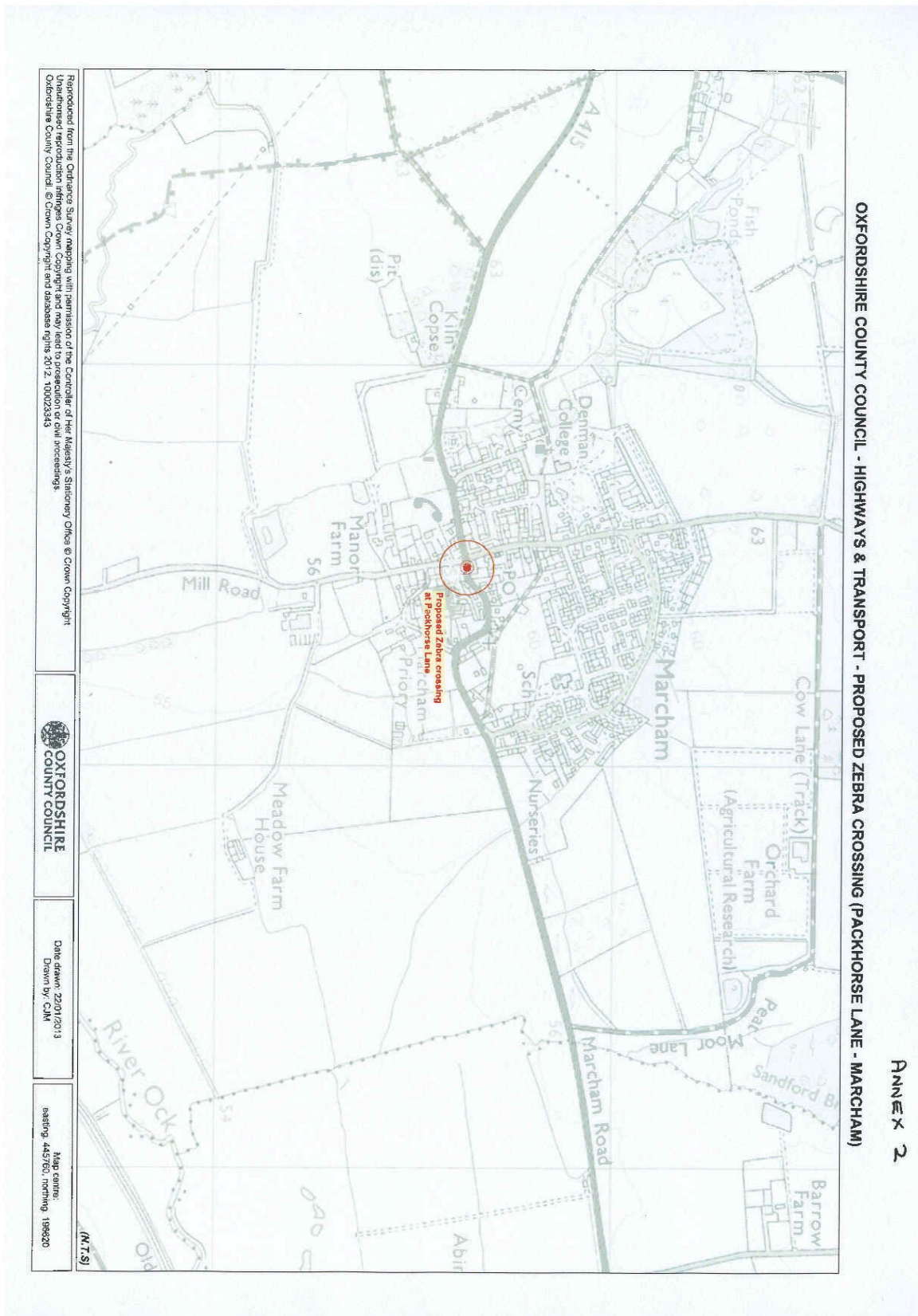
Deputy Director of Environment & Economy (Commercial & Delivery)

Background papers: Consultation documentation

Contact Officer: Jim Daughton, Tel 01865 815083

January 2013





Annex 3.

	Objections / Comments	Officers response
Thames Valley Police	The junctions with North Street and Mill Road are both controlled by 'STOP' signs and lines. This would suggest this area is subject to restricted visibility issues. As the crossing is positioned 8.5m east of these junctions I do not support a zebra crossing at this proposed site.	Inter-visibility between eastbound motorists and pedestrians using the proposed crossing is not an issue. Inter-visibility between westbound motorists and pedestrians using the proposed crossing <u>is</u> reduced due to the close proximity of the bends. However, slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends and two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.
Marcham Parish Council	Fully supports the proposal to install a zebra crossing on the A415. Residents currently cross the A415 adjacent to the Crown Public House having to dodge the thousands of vehicles that use the A415 each day. Any steps which can be taken by the County Council, such as a zebra crossing, to encourage the vehicles to stop to allow time for pedestrians to cross, can only improve the situation at this location.	Thank you/noted.
Frilford Road Resident	Thinks that a zebra crossing on Packhorse Lane is an excellent idea. The bends in the road as you enter the village from the east are severe leaving	Thank you/noted. Slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends, and

	<p>motorists with very little time to see the zebra crossing.</p> <p>The road is also very narrow at this point and having cars backed up round the corner at busy times could be a problem.</p> <p>Would it not be possible to move the crossing to the west of Mill Road/North Street? You would need to put some pavement at the edge of the grass but I think it would make it safer.</p>	<p>two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.</p> <p>Vehicles backed up around the bends are commonplace due to the narrowness of the road at this location and vehicles waiting to turn right into North Street. Occasional additional queuing back around the bends when the zebra crossing is being used is not thought to be a significant issue.</p> <p>The site of the proposed zebra crossing is on the existing pedestrian desire line across Packhorse Lane. There is no footway along the west side of North Street, nor along the west side of Mill Road in the vicinity of the crossroads junction.</p> <p>A budget for the construction of a footway (including relocating traffic signs) along the edge of the village green on the west side of Mill Road has not been allocated from Councillor Brown's Area Stewardship Fund.</p> <p>Siting a zebra crossing on the west side of the crossroads would result in pedestrians also having to cross North Street at its junction with the A415 and Mill Road at its junction with the A415 (or south of the A415 via the footpath behind the village green) in order to reach the footways on the east side of these roads.</p> <p>Experience has shown that it is unlikely pedestrians will deviate to this extent from the established desire line and therefore a crossing located to the west of the crossroads</p>
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		may be unused as a result.
Packhorse Lane Resident	<p>Delighted to see your proposal for a zebra crossing on Packhorse Lane. Every day we observe people standing by the side of the road (this morning a family of four, in the pouring rain), waiting to cross it – no car ever stops.</p> <p>Suggests that the zebra crossing is upgraded to a traffic light controlled puffin crossing.</p>	<p>Thank you/noted.</p> <p>At circa. £17k the zebra crossing is a relatively low cost scheme. The estimated cost of a puffin crossing is £35k. The extra budget required has not been allocated from Councillor Brown's Area Stewardship Fund.</p>
Priory Lane Resident	<p>Welcomes the proposed zebra crossing.</p> <p>Some motorists do not obey the 'stop' sign or look left in the direction of the proposed zebra crossing before turning left from North Street. Signage & road markings would therefore need to be enhanced.</p> <p>The speed of traffic along Frilford Road towards Abingdon (west to east) is a further concern. Have stood on the pavement waiting to cross the road on many occasions and witnessed vehicles travelling at speed and having to brake hard before the bends. Intermittent speed</p>	<p>Thank you/noted.</p> <p>A 'New zebra crossing ahead' warning sign is to be erected on North Street for a period of 3 months post construction. The zebra crossing controlled area on Packhorse Lane (3 sets of zig zag lines) extends right across the mouth of the North Street junction. Both of these measures should alert southbound motorists on North Street to the presence of the crossing.</p> <p>A 24 hour/seven day speed survey was carried out at the location of the proposed crossing between 22 & 28 February 2012. The eastbound 85th percentile speed (the speed which 85% of the traffic is not exceeding) was 27 mph, and the eastbound average speed was 22 mph. These results do not indicate a significant speeding issue.</p>

	enforcement or monitoring would therefore be welcome.	
Orchard Way Resident	<p>Agrees with the need for a crossing on this road, however disagrees strongly with the positioning and type.</p> <p>Proposed site is far too close to the bends. Drivers going west will have very little notice of someone crossing, and are beginning to speed up out of the bends.</p> <p>The location also gives no leeway for several cars to stop and let pedestrians across the road without blocking the bends.</p> <p>There is also the problem of winter sunlight. Low winter sun strikes drivers full in the face when rounding the final bend.</p> <p>A much better location is to the west of the junction across to the village green footpath. Visibility is much better and allows for an unproblematic short queue of cars to build up.</p>	<p>Westbound 85th percentile & average speeds at the location of the proposed crossing were recorded at 30 mph & 25 mph respectively. Slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends, and two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.</p> <p>Vehicles backed up around the bends are commonplace due to the narrowness of the road at this location and vehicles waiting to turn right into North Street. Occasional additional queuing back around the bends when the zebra crossing is being used is not thought to be a significant issue.</p> <p>The A415 runs east/west through Marcham crossroads, therefore low winter sun will be an issue wherever the crossing is located. Provision of a zebra crossing warning sign, road markings, belisha beacons etc. at the location where pedestrians already choose to cross the road should improve the existing situation.</p> <p>A crossing located to the west of the crossroads junction is remote from the pedestrian desire line and may be unused as a result.</p>

	If the site is not open to negotiation then could the zebra crossing be upgraded to a puffin crossing in order to give drivers advance warning.	At circa. £17k the zebra crossing is a relatively low cost scheme. The estimated cost of a puffin crossing is £35k. The extra budget required has not been allocated from Councillor Brown's Area Stewardship Fund.
Marcham Resident	<p>Agrees that a crossing is a very good idea. However, believes that the proposed location is very dangerous as it is far too close to the bends. Cars speeding around the bends from the Abingdon direction would have nowhere near enough visual/reaction time to stop for pedestrians.</p> <p>The crossing needs to be further west, at a minimum opposite the garage but ideally even further along.</p>	<p>Westbound 85th percentile & average speeds at the location of the proposed crossing were recorded at 30 mph & 25 mph respectively. Slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends, and two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.</p> <p>A crossing located to the west of the crossroads junction is remote from the pedestrian desire line and may be unused as a result.</p>
Packhorse Lane Resident	<p>Agrees that a crossing is needed. However, feels that it is rather close to the bends in the centre of the village. Many drivers fail to comply with the 30 mph speed limit and would have difficulty reacting & stopping in time to avoid pedestrians using a crossing.</p> <p>Would it not be preferable to place a traffic light controlled crossing a little further to the west.</p>	<p>Westbound 85th percentile & average speeds at the location of the proposed crossing were recorded at 30 mph & 25 mph respectively. Slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends, and two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.</p> <p>Provision of a traffic light controlled crossing is precluded by its cost. A crossing located to the west of the crossroads junction is remote from the pedestrian desire line and may be unused as a result.</p>

Division(s): Abingdon West

DEPUTY LEADER OF THE COUNCIL – 14 FEBRUARY 2013

PROPOSED ZEBRA CROSSING, SPRING ROAD, ABINGDON

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. The purpose of this report is to consider objections/comments received following consultation on and formal advertisement of a proposed zebra crossing on Spring Road, Abingdon. The detail of the crossing is shown on the plan included at Annex 1 and the location at Annex 2.

Background

2. County Councillors Marilyn and Michael Badcock propose to use the Area Stewardship Fund in order to implement a zebra crossing on Spring Road, just south of its mini-roundabout junction with Faringdon Road. The zebra will replace an existing uncontrolled (dropped kerb and tactile paving only) pedestrian crossing point.
3. Formal pedestrian crossings at both ends of Spring Road have been an aspiration of the local schools for a number of years. The route is used by a large number of children making their return journey from home to school and back. Similarly there are movements between schools and their sports facilities and between schools themselves.

Consultation

4. Formal consultation was carried out between 28 November 2012 and 21 December 2012. The proposals were advertised formally in the local press and notices posted on site. Copies of the notice and plan were emailed to all statutory consultees and posted to affected frontagers.
5. Five letters and one email from local residents & local councillors together with a letter and report from Thames Valley Police have been received. A summary of these, together with an officer response is set out at Annex 3 with copies available for inspection in the Members' Resource Centre.

Objections and concerns

6. The main concerns of respondents centre on the visibility of the new crossing, both for drivers turning left from Faringdon Road into Spring Road and also those travelling north along Spring Road. It is accepted that this is a difficult site to achieve optimum conspicuity. Officers have made a number of site

checks to see where best to locate the crossing to ensure it is both safe and located where it will be used.

7. For left-turning traffic, although at the absolute minimum end of visibility requirements, the lack of distance is mitigated by the need for motorists turning into Spring Road having to slow down and give way at the mini-roundabout junction prior to encountering the zebra crossing. For northbound traffic on Spring Road there is greater visibility enhanced by the need for drivers to slow for the roundabout. Both approaches will have advanced warning signs which will be supplemented by additional temporary warning signs for a 3-month period after construction.
8. Other issues raised include vehicle speeds, delays to traffic and suggestions for alternative solutions; these are discussed at Annex 3.

How the Project supports LTP3 Objectives

9. Implementation of the zebra crossing will improve walking facilities and promote road safety.

Financial Implications

10. The cost of implementing the zebra crossing will be met from County Councillors Marilyn and Michael Badcock's Area Stewardship Fund allocation.
11. Design and consultation has been undertaken by officers from Environment and Economy as part of their normal duties.

RECOMMENDATION

12. **The Deputy Leader of the Council is RECOMMENDED to authorise the implementation of a zebra crossing on Spring Road, Abingdon as advertised.**

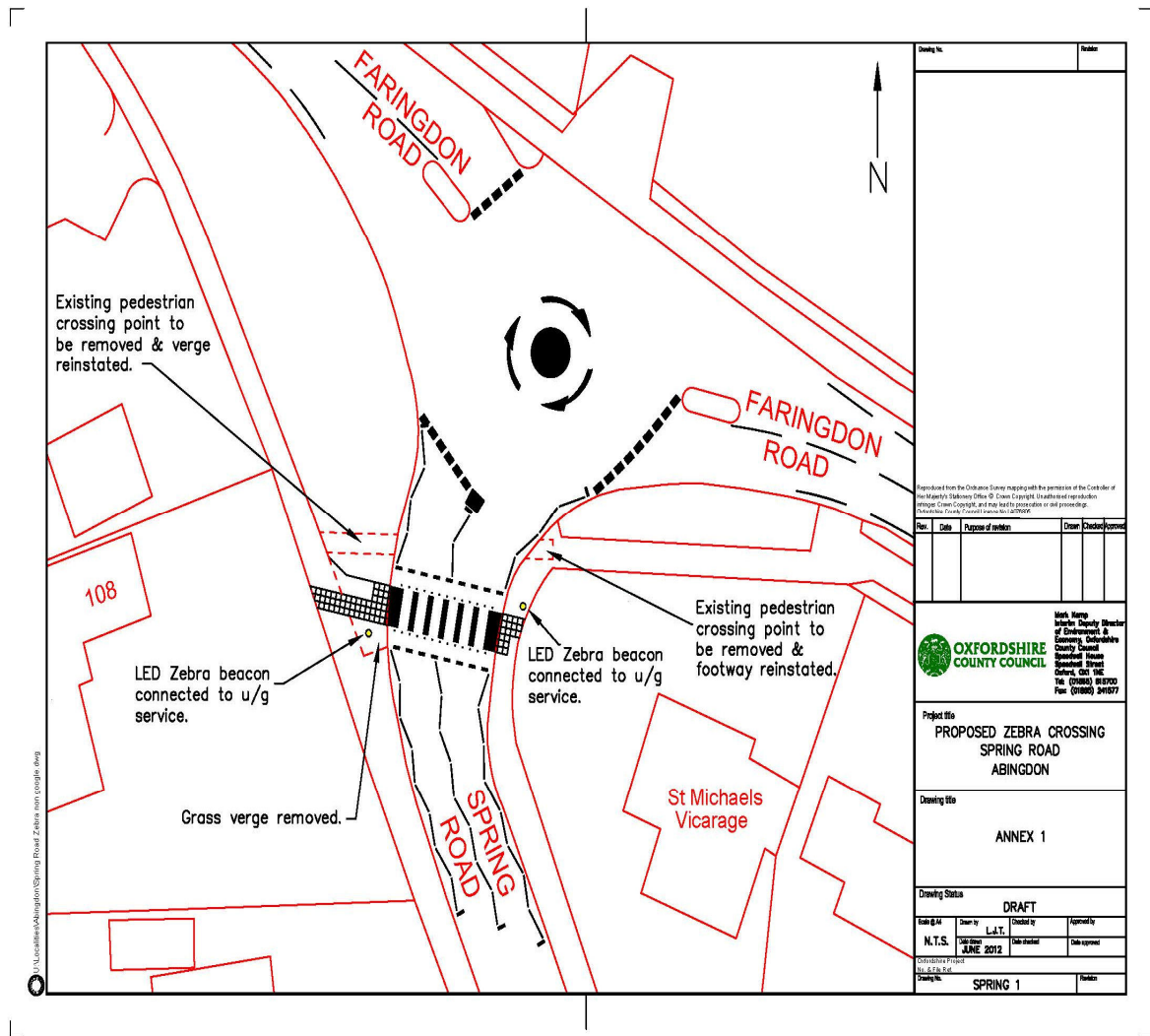
MARK KEMP

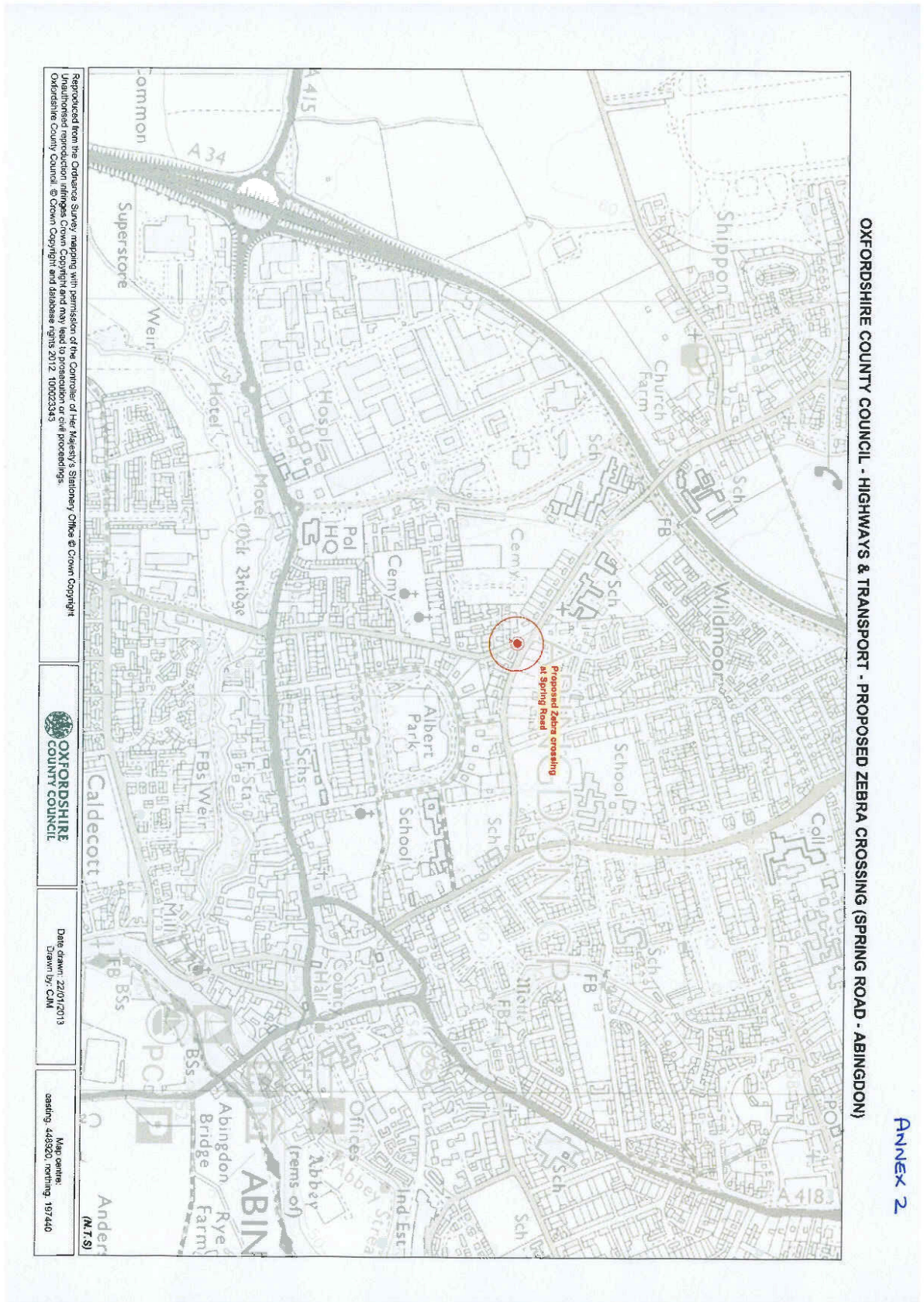
Deputy Director of Environment & Economy (Commercial & Delivery)

Background papers: Consultation documentation.

Contact Officer: Jim Daughton – Tel: 01865 815083

January 2013





Annex 3.

	Objections / Comments	Officer Response
Thames Valley Police	Inter visibility between pedestrians on the east side of the proposed crossing and motorists approaching from the east is adequate but reliant upon the view looking across the garden on the SE corner of the roundabout. Currently the garden is bordered by a relatively short wooden fence measuring approx. one metre. It may be worth checking that taller fencing is not permitted in this area before proceeding as an increase in height would dramatically reduce inter visibility.	<p>Planning permission is required for a fence over 1m in height if it is next to the highway.</p> <p>Planning permission and a subsequent appeal were both refused in 2009 for erection of a 1.8m high close boarded fence at this location.</p>
Harding Rd residents	The zebra crossing will be on a blind corner for traffic turning left off Faringdon Road.	<p>A permanent illuminated 'zebra crossing ahead (to the left)' warning sign is to be erected on Faringdon Road and will be supplemented with a 'New Zebra Crossing Ahead' warning sign to be erected for a 3 month period post construction on Faringdon Road.</p> <p>The presence of the belisha beacon will improve conspicuity of the crossing for motorists on this approach.</p> <p>42 metres of forward visibility (albeit across the 1m high fence /garden on the SE corner of the junction) to a pedestrian standing at the nearside kerb of the zebra crossing has been measured on site. Although at the absolute minimum end of visibility requirements the lack of distance is mitigated by the need for motorists turning left into Spring Road having to slow down & give way at the mini-roundabout junction prior to encountering the zebra crossing.</p>

	<p>For northbound vehicles on Spring Road there is a left hand bend just before the proposed zebra crossing, so motorists will have little time to observe and stop.</p> <p>Proposal states that the zebra crossing is located within the 30 mph speed limit. Personal observation is that northbound traffic on Spring Road is usually doing 40+ mph by the time it reaches the site of the proposed crossing.</p>	<p>A 'New Zebra Crossing Ahead' warning sign is to be erected for a 3 month period post construction on this bend.</p> <p>95 metres of forward visibility to a pedestrian standing at the nearside kerb of the zebra crossing and 60 metres of forward visibility (improving as they cross to the centre of the road) to a pedestrian standing at the offside kerb of the zebra crossing has been measured on site. These distances are considered acceptable.</p> <p>A 24hr/7 day speed survey was carried out (1 to 7 August 2012) just to the south of the proposed zebra. The 85th percentile speed (the speed which 85% of the traffic is not exceeding) was 23.0 MPH northbound & 23.9 MPH southbound. Average speeds were 19.3 MPH northbound & 20.0 MPH southbound. These results do not indicate a speeding issue.</p>
Harding Rd residents	<p>Based on personal observation, northbound traffic coming up Spring Road travels at considerably more than 30 mph and is travelling fast when the junction is reached.</p> <p>There is something of a blind bend on the northerly approach to the roundabout.</p>	<p>A 24hr/7 day speed survey was carried out (1 to 7 August 2012) just to the south of the proposed zebra. The 85th percentile speed (the speed which 85% of the traffic is not exceeding) was 23.0 MPH northbound & 23.9 MPH southbound. Average speeds were 19.3 MPH northbound & 20.0 MPH southbound. These results do not indicate a speeding issue.</p> <p>A 'New Zebra Crossing Ahead' warning sign is to be erected for a 3 month period post construction on this bend.</p> <p>95 metres of forward visibility to a pedestrian standing at the nearside kerb of the zebra crossing and 60 metres of forward visibility (improving as they cross to the centre of the road) to</p>

	<p>Since introduction of the new traffic scheme in Abingdon, amount of traffic on Spring Road has increased considerably as drivers seek to avoid delays in Town centre.</p> <p>Observation of the zebra outside John Mason school suggests that long queues of traffic will build up in Spring Road and Faringdon Road as pupils use the proposed crossing.</p> <p>The crossing will really only be used at school start and finishing times.</p> <p>Wonders whether the community might not be better served by the employment of a lollipop person at the appropriate morning & afternoon times.</p>	<p>a pedestrian standing at the offside kerb of the zebra crossing has been measured on site. These distances are considered acceptable.</p> <p>Significant volumes of traffic make it difficult to cross the road at this location. Hence the provision of a zebra crossing.</p> <p>A crossing outside a school will have more intense use than one (such as that proposed) which is more remote. It is accepted that the introduction of this new crossing may lead to some delay to traffic at peak times. However this needs to be offset against the provision of an amenity which gives access and easier movement to pedestrians across the carriageway.</p> <p>In addition to movements between schools and their sports facilities, & between schools themselves casual observation has shown pedestrians to cross Spring Rd at this location throughout the day.</p> <p>Recruitment of a School Crossing Patrol person is extremely difficult. The Area Stewardship Fund cannot be used for such provision.</p>
Faringdon Road residents	Given the number of child pedestrians who cross Spring Road at this dangerous crossing point walking to and from schools, we fully support the creation of a zebra crossing.	Thank you/noted.

Spring Road resident	<p>Delighted to hear that this essential crossing was to be put in. However, feels that it is too close to the Faringdon Rd junction.</p> <p>Strongly suggests that Spring Road is widened at this point and a refuge constructed in the middle of the road similar to the other two arms of the roundabout. Believes that this or traffic calming measures / 20 mph speed limit is the only way of delivering a safe crossing.</p> <p>Whilst at the busiest times traffic may be going slowly enough, there are plenty of occasions when traffic speeds and frequently misuses the roundabout.</p> <p>Traffic seems to have increased enormously since we moved here 7 years ago, with motorists avoiding the town centre</p>	<p>The existing uncontrolled pedestrian crossing point is closer to the Faringdon Road junction than the proposed zebra. Siting the zebra crossing further south on Spring Road would remove it from the pedestrian desire line and risk it being unused.</p> <p>There is insufficient budget to carry out expensive road widening and refuge construction whereas the introduction of a zebra crossing is relatively low cost at circa. £17k. The good road traffic injury accident history does not justify the implementation of traffic calming, and the speed survey results do not indicate a significant issue.</p> <p>This is not reflected in the speed survey results where the 85th percentile speed (the speed which 85% of the traffic is not exceeding) was 23.0 MPH northbound & 23.9 MPH southbound. However, the survey does indicate the occasional vehicle in the 31 – 36 mph band on some days.</p> <p>Significant volumes of traffic make it difficult to cross the road at this location. Hence the provision of a zebra crossing.</p>
Abbey Close resident & District Councillor	<p>Fears that the proposals will do little to either help residents cross, slow traffic speeds, nor aid the Larkmead School children.</p> <p>Crossing is far too close to the Faringdon Road</p>	<p>The route is used by a large number of school children and by residents. Provision of a zebra crossing will give easier movement to pedestrians across the carriageway. Slowing the traffic is not the purpose of a zebra crossing, although this may occur especially at busier times.</p> <p>The existing uncontrolled pedestrian crossing point is closer to</p>

	<p>roundabout. Siting a crossing just around what is a limited visibility junction, will, I believe, create a major traffic hazard.</p> <p>If a crossing is required at this location (which I doubt) then the junction should be made fully light controlled with appropriate pedestrian phases.</p>	<p>the Faringdon Road junction than the proposed zebra. Siting the zebra crossing further south on Spring Road would remove it from the pedestrian desire line and risk it being unused.</p> <p>A permanent illuminated 'zebra crossing ahead (to the left)' warning sign is to be erected on Faringdon Road and will be supplemented with a 'New Zebra Crossing Ahead' warning sign is to be erected for a 3 month period post construction on Faringdon Road.</p> <p>The presence of the belisha beacon will improve conspicuity of the crossing for motorists on this approach.</p> <p>42 metres of forward visibility (albeit across the 1m high fence /garden on the SE corner of the junction) to a pedestrian standing at the nearside kerb of the zebra crossing has been measured on site. Although at the absolute minimum end of visibility requirements the lack of distance is mitigated by the need for motorists turning left into Spring Road having to slow down and give way at the mini-roundabout junction prior to encountering the zebra crossing.</p> <p>There is insufficient budget to carry out expensive signalisation of the junction whereas the introduction of a zebra crossing is relatively low cost at circa. £17k.</p>
Abbey Close resident & Town Councillor	<p>Disappointed as the proposed crossing will not benefit the local residents; a much more appropriate location would have been nearer the Park Road junction; neither will it help to slow traffic.</p>	<p>Location chosen by County Councillors Marilyn & Mike Badcock for the reasons detailed in the report. Slowing traffic is not the purpose of a zebra crossing.</p>

	<p>Proposed location could be dangerous i.e. on a bend for northbound traffic.</p> <p>Also off a blind bend for westbound traffic turning left from Faringdon Road.</p>	<p>A 'New Zebra Crossing Ahead' warning sign is to be erected for a 3 month period post construction on this bend.</p> <p>95 metres of forward visibility to a pedestrian standing at the nearside kerb of the zebra crossing and 60 metres of forward visibility (improving as they cross to the centre of the road) to a pedestrian standing at the offside kerb of the zebra crossing has been measured on site. These distances are considered acceptable.</p> <p>A permanent illuminated 'zebra crossing ahead (to the left)' warning sign is to be erected on Faringdon Road and will be supplemented with a 'New Zebra Crossing Ahead' warning sign to be erected for a 3 month period post construction on Faringdon Road.</p> <p>The presence of the belisha beacon will improve conspicuity of the crossing for motorists on this approach.</p> <p>42 metres of forward visibility (albeit across the 1m high fence /garden on the SE corner of the junction) to a pedestrian standing at the nearside kerb of the zebra crossing has been measured on site. Although at the absolute minimum end of visibility requirements the lack of distance is mitigated by the need for motorists turning left into Spring Road having to slow down & give way at the mini-roundabout junction prior to encountering the zebra crossing</p>
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Division(s): Carterton

DEPUTY LEADER OF THE COUNCIL – 14 FEBRUARY 2013

PROPOSED ZEBRA CROSSING, ALVESCOT ROAD CARTERTON

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. The report considers objections/comments received to a consultation and formal advertisement of a proposed zebra crossing on Alvescot Road Carterton. Details of the proposal are shown at Annex 1 with the location shown at Annex 2.

Background

2. County Councillor Peter Handley proposes to use the Area Stewardship Fund in order to implement a zebra crossing on Alvescot Road in the vicinity of the Town Hall and the new Aldi super market.
3. The site of the proposed zebra crossing is on the predicted pedestrian desire line across Alvescot Road, between the residential areas south of the town and the retail areas of the town centre to the north. There are no other controlled crossing points until well beyond this desire line, at the signal controlled junction of Alvescot Road and Burford Road.
4. In order to implement the scheme it would be necessary to relocate an existing bus stop and shelter closer to the town centre. Concerns regarding this have been raised during the consultation and are discussed at Annex 3 to this report.

Consultation

5. Formal consultation was carried out between 12 December 2012 and 4 January 2013. Proposals were advertised formally in the local press and notices posted on site. Copies of the notice and plan were emailed to all statutory consultees and posted to affected frontagers.
6. Six responses have been received, including one from a local resident, Town and District Council officers, Thames Valley Police and OCC Public Transport Section. A summary of these together with an officer response is set out at Annex 3 with copies available for inspection in the Members' Resource Centre.

Objections and concerns

7. The main concern relates to the location of the re-sited bus shelter. A secondary concern relates to the actual crossing location. These points are addressed in the "Officer comments" at Annex 3.

How the Project supports LTP3 Objectives

8. Implementation of the zebra crossing will improve walking facilities and promote road safety.

Financial Implications

9. The cost of implementing the zebra crossing will be met from County Councillor Peter Handley's Area Stewardship Fund allocation.
10. Design and consultation has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

11. **The Deputy Leader of the Council is RECOMMENDED to authorise the implementation of the zebra crossing on Alvescot Road Carterton as advertised.**

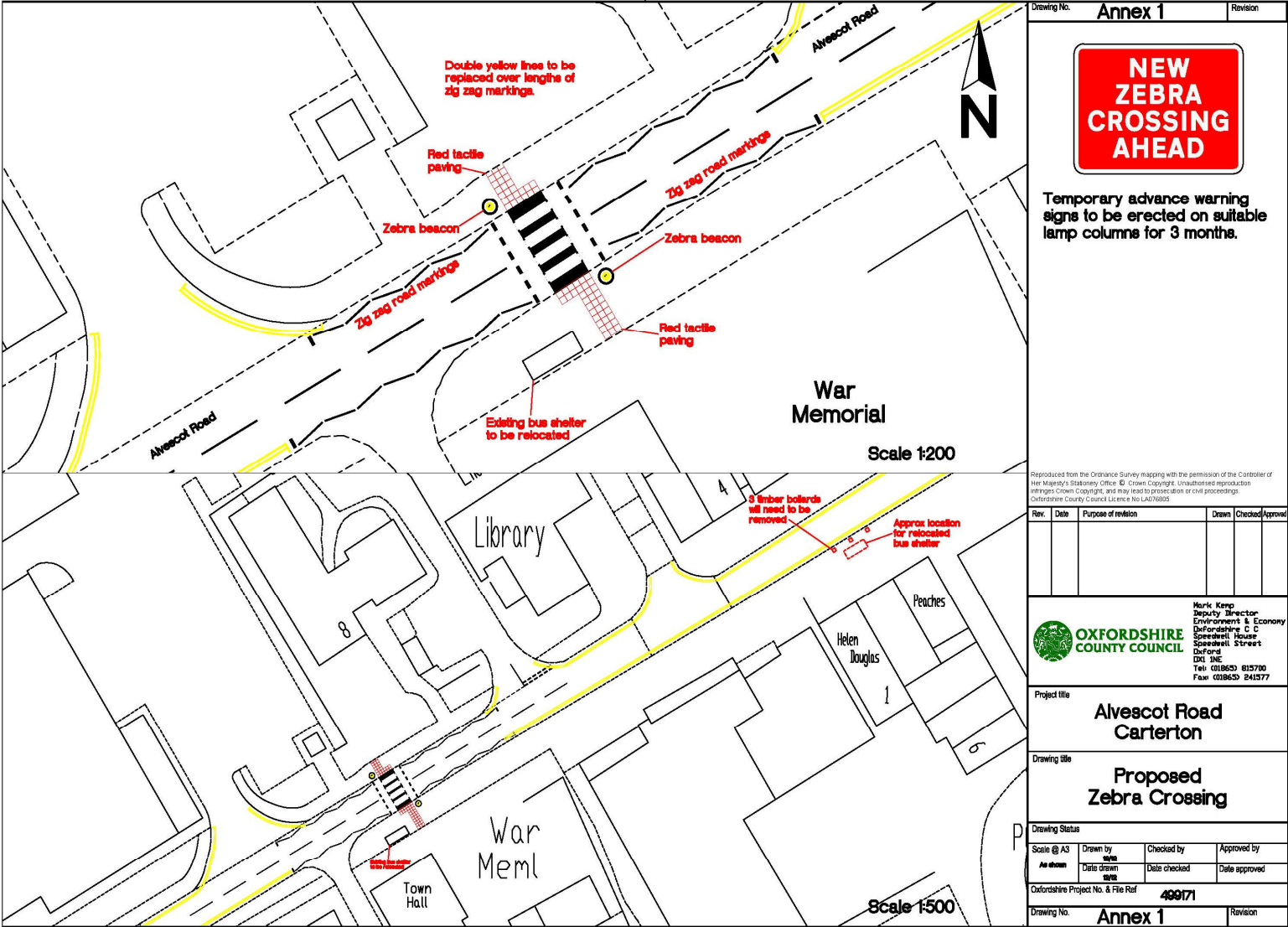
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Deputy Director of Environment & Economy (Commercial)

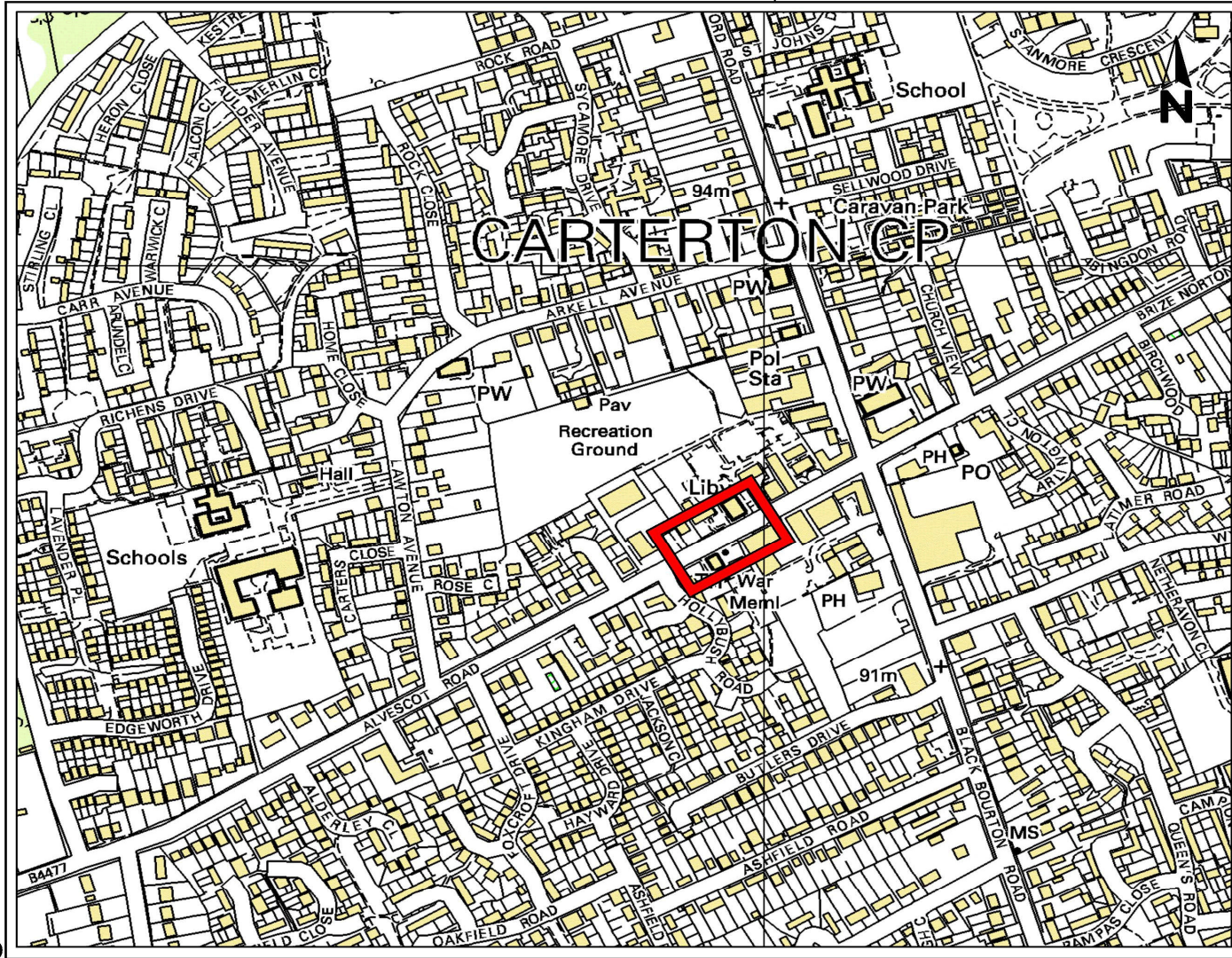
Background papers: Consultation documentation



Contact Officer: Jim Daughton Tel: 01865 815083

January 2013



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Drawing No.		Revision			
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<div> Site Location</div>					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION					
(ENTER NONE IF APPLICABLE)					
MAINTENANCE/CLEANING					
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PERFORMANCE/IMPROVEMENT					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div> OXFORDSHIRE COUNTY COUNCIL Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1HE Tel: (01865) 815700 Fax: (01865) 241677</div>					
Project title					
CARTERTON Alvescot Road Zebra Crossing					
Drawing title					
Location Plan					
Drawing Status					
Consultation					
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Alvescot Road Zebra Crossing, Carterton

Summary of comments received during Consultation.

	Respondent	Support proposal	Comments	Officer Comments
1	Thames Valley Police	Yes	No objections	Noted.
2	Carterton resident	Yes	Supports the proposal	Noted.
3	WODC Councillor Carterton North East Ward	No	<p>Accepts the location of the crossing although would like to see it moved slightly west to ease accommodation of the relocated bus shelter.</p> <p>Does not agree with the proposed location for the re-sited bus stop and shelter. This would be too close to the signalised junction of Alvescot Road and Burford Road, leading to traffic backing across the junction when a bus stops.</p> <p>Preferred option would be to re-site the bus stop west of the Town hall and Aldi entrance.</p> <p>Another possibility would be to</p>	<p>There is scope to move the location to its optimum position within a few metres either way.</p> <p>The distance from the proposed location for the shelter to the signalised junction is approximately 80m. This length would potentially accommodate around 8 to 10 vehicles behind a stopped bus. In addition, it is stated by the Councillor that the bus frequency is "very low" and that they only stop for "a very short time." Should the traffic back up to the lights, it would only be for a brief period. Public Transport Section is in agreement with the timings/minimal delays and approves the location for the benefit of bus users.</p> <p>The proposed location is better from a bus passenger perspective. The crossroads are the de-facto centre of Carterton, so ideally the bus stop should be located as close to this as is reasonably practical. Locating it further to the west would disadvantage almost all bus users.</p> <p>The design guidance for pedestrian</p>

	Respondent	Support proposal	Comments	Officer Comments
			re-site it to the east in advance of the crossing as close as the design guide for crossings would allow. (Absolute min visibility is stated as 40m.) It is conceded that there may be some inconvenience as this location would affect access to the Library and Surgery. However, bus frequency west bound is very low and as this is not a bus terminus point, stopping time is very short.	crossings states an “absolute minimum” of 40m advance visibility to a crossing. Having buses stop on the approach to a crossing is to be avoided and in this location it would not be possible to accommodate the required forward visibility. Proximity to the adjacent raised junction causes a problem in that the stop would need to be located clear of the hump thus moving the stop even closer to the proposed crossing.
4	WODC & Carterton Town Councillor	No	Does not agree with the proposed location for the re-sited bus stop and shelter. This would be too close to the signalised junction of Alvescot Road and Burford Road, leading to traffic backing across the junction when a bus stops. Preferred option would be to re-site the bus stop west of the Town hall and Aldi entrance or leave as it is.	See comments above at “2”
5	Assistant Town Clerk Carterton Town Council	No	Does not agree with the proposed location for the re-sited bus stop and shelter. This would be too close to the signalised junction of Alvescot Road and Burford Road, leading to traffic backing across the junction when a bus stops. Preferred option is to leave the bus stop where it is and have the crossing further east, outside the Library where more pedestrians currently cross.	See comments above at “2” This is a feasible option although less desirable due to being close to the exit from the mini roundabout. Motorists on the westbound approach to the roundabout would be looking to the right in

	Respondent	Support proposal	Comments	Officer Comments
				preparation to give way to vehicles emerging from the Library and car park and may not see pedestrians waiting to cross from the nearside footway. Forward visibility of the beacons would be severely compromised by the nearby floral arrangements and adjacent trees, thereby necessitating their removal.
6	Town Clerk Carterton Town Council	Yes	As the bus frequency is low, the proposed bus stop location should be ok. Would it be possible to trial it with a temporary bus stop?	Noted.

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DEPUTY LEADER OF THE COUNCIL– 14 FEBRUARY 2013

PROPOSED PARKING RESTRICTIONS – BRIZE NORTON VILLAGE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions in the centre of Brize Norton village.

Background

2. The proposals were developed by Councillor Couchman in conjunction with the Parish Council to address local parking issues to be funded through the Area Stewardship Fund. The proposals are shown on the plan at Annex 1 with a location plan at Annex 2. The opportunity has also been taken to amend the parking restrictions introduced for repatriation days, so that they can be applied on Tuesdays as well as Thursdays if required – there has been no objection to this element of the proposals.

Formal Consultation

3. Oxfordshire County Council sent a copy of the draft amendment order, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed changes, to formal consultees on 15 November 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Carterton library. They are also available for inspection in the Members' Resource Centre.
4. At the same time, the Council wrote to local residents where the proposed restrictions would be, asking for their comments. In addition public notices were displayed at each site and in the Oxford Times. Other changes to parking restrictions in West Oxfordshire were advertised at the same time – responses to these are dealt with in other reports to this meeting.
5. A total of 3 responses were received and these are summarised at Annex 3.
6. The main reason for the objections is that the objectors do not consider that the restrictions are needed and that the funding should be used for other measures to manage traffic through the centre of the village. In response, it was the Parish Council, presumably taking a wider view of community needs,

who requested these restrictions and they have been supported by Councillor Couchman.

Financial and Staff Implications (including Revenue)

7. The cost of the works described in this report will be met from County Councillor Couchman's Area Stewardship Fund allocation.

RECOMMENDATION

8. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions set out in this report and advertised as part of the Oxfordshire County Council (Various Roads - West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.1) Order 20****

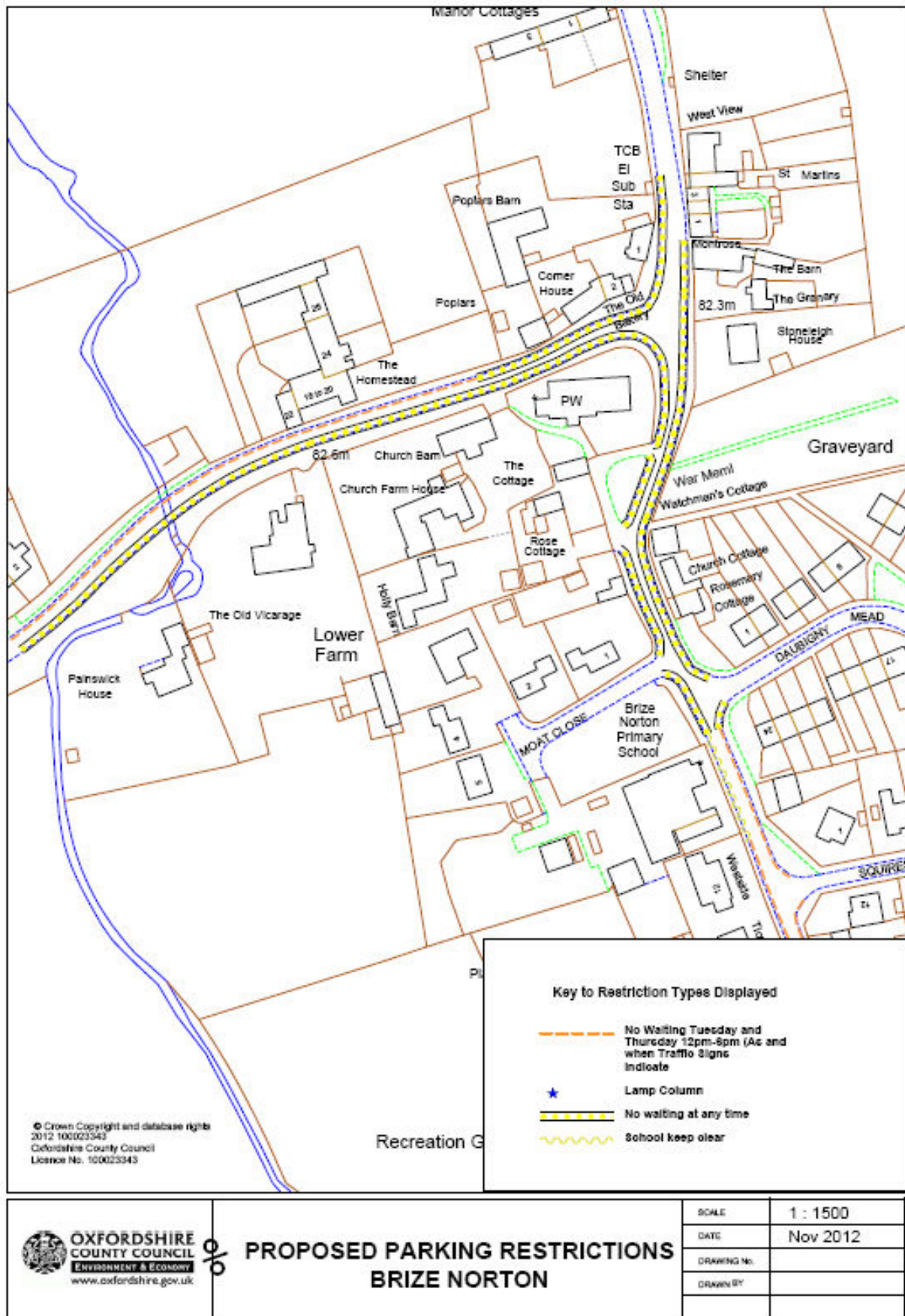
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

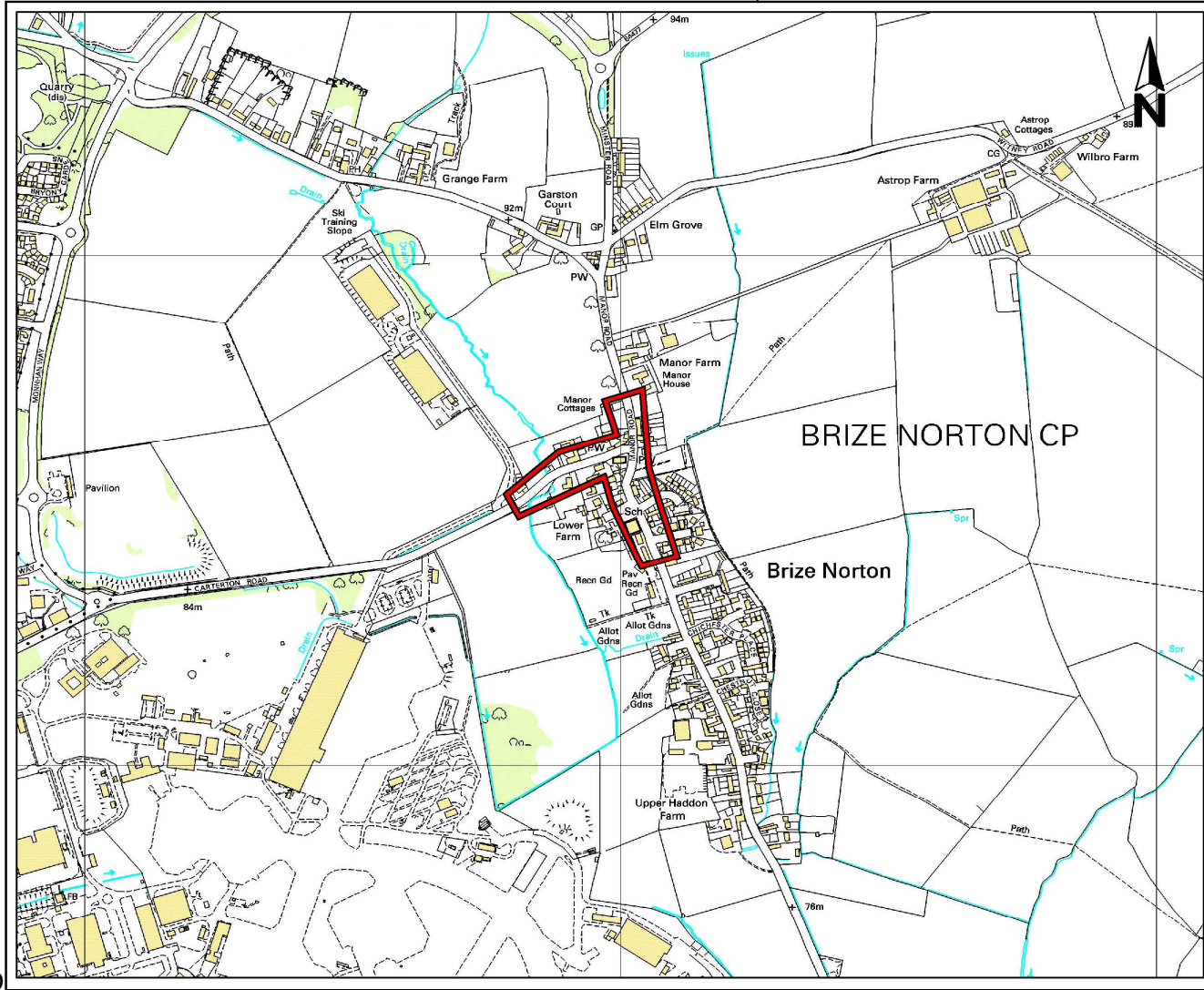
Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

January 2013




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Drawing No. 0

Revision 0



Site Location

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION:
(ENTER NONE IF APPLICABLE)


MAINTENANCE/CLEANING:
(ENTER NONE IF APPLICABLE)

USE:
(ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION:
(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

BRIZE NORTON
Parking Restrictions

Drawing title

Location Plan

Drawing Status

Consultation

Scale @ A4	Drawn by	Checked by	Approved by
1:2500	Date drawn	Date checked	Date approved

Oxfordshire Project
File & File Ref

Drawing No.

Revision 0

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Resident of Brize Norton	<p>Whilst acknowledging that parking by the churchyard could be a hazard, I cannot imagine why money and time should be wasted on double yellow lines on Carterton Road, as no one parks there. The one other danger area is beyond Montrose, in front of the cottages on Manor Road and this has been ignored.</p> <p>If there is any real concern regarding the unacceptable level of traffic through the village, then I would suggest spending the surplus on road narrowing at all entries into Brize Norton (as in Bampton and Minster Lovell and there is far more traffic through this village).</p>	<p>These restrictions have been requested by the Parish Council (through the Area Stewardship Fund) which believes they are necessary.</p> <p>The funding currently available is insufficient to carry out these measures, but they could be considered in future.</p>
Resident of Carterton Road Brize Norton	<p>I strongly object to the proposals to prevent all parking on parts of Manor Road, Carterton Road and Station Road. My reasons are as follows;</p> <ol style="list-style-type: none"> 1. Parking does not normally occur in any of proposed sites. The proposal is therefore unnecessary and a waste of money. It will not reduce congestion. 2. The problem of congestion in Brize Norton Village (BNV) is a direct result of OCC's failure to provide infrastructure appropriate to the extensive development of Carterton. Nor have OCC supported any proposals for traffic calming along Carterton Road. Bampton has chicanes on the major through routes, but BNV has none on Carterton Road which carries far more traffic than any road in Bampton. <p>BNV is a residential village. If you want to reduce congestion then put in a 20mph speed limit on all roads and enforce it. A very high percentage of people currently using BNV as a convenient route would find an alternative. Also you should consider banning HGVs from the village. There are alternative routes</p>	<p>These restrictions have been requested by the Parish Council (through the Area Stewardship Fund) which believes they are necessary.</p> <p>The County Council is not considering further 20mph limits on existing roads until there is sufficient evidence from the Oxford</p>

	<p>that could be used. You should also stop any further development of Carterton until proper access roads to Carterton are in place and BNV has been properly by-passed.</p> <p>I have no objections to extending the parking restriction associated with repatriations.</p>	<p>scheme regarding effectiveness.</p> <p>Noted</p>
Resident of Manor Road Brize Norton	<p>I am writing to register my objection to the proposed parking restrictions in the vicinity of the roundabout by St Britius church in Brize Norton — in particular the Manor Road aspect.</p> <p>I live at a property close to the roundabout on Manor Road. I have lived at the property for six years and am unaware of any accidents or ‘near’ accidents that would give grounds to support the claim of there being either a perceived or real danger.</p> <p>Neither my property nor adjoining properties on Manor Road have the luxury of off-road parking or the opportunity to create such facilities. As such, those of us affected have no option other than to park on Manor Road.</p> <p>I object to the double yellow lines proposed for that section of road parallel to the property named ‘Montrose’. The road is considerably wider at this point than any other and the proposal to introduce parking restrictions at this spot is, in my view, unnecessary and disproportionate to any perceived danger or congestion.</p> <p>I have no objections to any other aspect of the proposals.</p>	<p>These restrictions have been requested by the Parish Council (through the Area Stewardship Fund) which believes they are necessary.</p> <p>Noted</p>