



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

***Thursday, 17 March 2016 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, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 29 March 2016 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

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

Peter G. Clark  
Head of Paid Service

March 2016

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

Note: Date of next meeting: 28 April 2016

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

## Items for Decision

### 1. Declarations of Interest

### 2. Questions from County Councillors

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

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

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

### 3. Petitions and Public Address

### 4. South East Perimeter Road, Bicester - Conclusion of Options Assessment Work (Pages 1 - 62)

*Forward Plan Ref:* 2016/011

*Contact:* Lisa Michelson, Locality Manager – West & Cherwell Tel: (01865) 815673

Report by Deputy Director for Environment & Economy (Strategy & infrastructure Planning) (**CMDE4**).

The need for a new, strategic link road to the south of Bicester (the 'South East Perimeter Road') has been identified to support the significant employment and housing growth in Bicester, as proposed in the adopted Cherwell Local Plan 2011-31. The report sets out the recommendation for a preferred route for a new South East Perimeter Road in Bicester, to be safeguarded through Cherwell Local Plan Part 2. Selection of the preferred route has been informed by a public consultation and associated studies. The report includes a summary of findings from the consultation.

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

- (a) note the responses received as part of the consultation;***
- (b) safeguard Route Option 2 (Southern alignment) through agreement with Cherwell District Council as part of Cherwell Local Plan Part 2 (CLP Part 2).***

**5. Proposed Pedestrian Crossing, A4260 Oxford Road/Broad Gap, Bodicote** (Pages 63 - 72)

*Forward Plan Ref:* 2015/034

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

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

The report presents comments and an objection received in the course of a statutory consultation on a revised proposal to introduce a signal controlled pedestrian crossing on the A4260 Oxford Road near the junction with Broad Gap, Bodicote. The original proposal for a crossing south of the Broad Gap junction had been developed during the planning of the Bankside/Longford Park residential development.

***The Cabinet Member for the Environment is RECOMMENDED to approve the construction of a crossing south of the Broad Gap junction.***

**6. Proposed Parking Restrictions - Green Ridges/Waynflete Road, Oxford** (Pages 73 - 76)

*Forward Plan Ref:* 2016/007

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

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

The report presents an objection received in the course of a statutory consultation on a proposal to introduce a waiting restriction across the access way of no.1 Green Ridges (Linton Cottage).

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

**7. Proposed Waiting Restrictions, Blackbird Leys** (Pages 77 - 90)

*Forward Plan Ref:* 2016/012

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

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

The report presents objections received in the course of a statutory consultation on proposals to introduce additional waiting restrictions and other changes at various locations in Blackbird Leys in Oxford. The redevelopment of the Leys Pool and Leisure Centre has required new parking restrictions to facilitate traffic movements in the area and mitigate the impact of additional traffic in the vicinity of the development. At the same time the opportunity has been taken to address a number

of other longstanding requests for simple parking controls in the area.

***The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the advertised proposal, with the exception of those in Haldane Road.***

## **8. Proposed Pegasus Crossing - Chilton Area (Pages 91 - 94)**

*Forward Plan Ref:* 2016/007

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

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

At the Cabinet Member Decisions meeting on 14 January 2016 and in response to a large number of representations from the equestrian community, it was agreed to defer a final decision regarding the provision of a crossing near Townsend to enable further discussion on the provision of a form of modified crossing for use by horses. The report considers objections received as a result of a formal consultation on a proposal to introduce a modified crossing incorporating an equestrian facility on Hagbourne Hill, near Townsend, Chilton.

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

## **9. Proposed Puffin Crossing (Revised Location) - A417 Stanford in the Vale (Pages 95 - 108)**

*Forward Plan Ref:* 2014/186

*Contact:* Jim Daughton, Service Manager – Delivery Tel: (01865) 815083

Report by Deputy Director for Environment & Economy (Commercial) **(CMDE9)**.

This proposal arises from the development of 73 dwellings on land adjacent to the A417 in Stanford in the Vale which was determined on Appeal by the Planning Inspectorate. The consented scheme contained various traffic measures along A417 including a puffin crossing outside the Horse & Jockey Public House. The results of a formal consultation under the Road Traffic Regulation Act for the proposed crossing at this location were reported to the Cabinet Member decisions meeting in September 2014 when it was agreed to proceed. However, shortly after the decision to approve implementation of the crossing outside the public house, representations were received from and on behalf of the Parish Council requesting that the matter be reconsidered and following a meeting with the Chairman of the Parish Council, officers were instructed to carry out further consultation on locating the crossing north of Nursery End (the vehicular access to the development).

This report presents objections and other comments received in response to a statutory consultation on the revised proposals.



***The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposed puffin crossing approximately 12m south east of the advertised position as described in the report.***

**10. Proposed 20mph Speed Limit Zone & Prohibition of Motor Vehicles - Swinbrook Road , Carterton (Pages 109 - 116)**

*Forward Plan Ref:* 2016/009

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

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE10**).

In response to the extensive development of land for housing on either side of the northern end of Swinbrook Road, Carterton and in line with issues considered at planning application, the developer (David Wilson Homes) is proposing a number of traffic measures to ameliorate the effects of the development on the existing residential area. They consist of a new 20mph zone, a prohibition of driving with the road closure controlled by bollards and some traffic calming (as shown at Annex 3).

The report presents objections received in the course of a statutory consultation on the proposals.

***The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals set out in the report as advertised.***

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Division(s): Ploughley, Bicester North, Bicester West, Bicester Town, Otmoor

## **CABINET MEMBER FOR ENVIRONMENT - 17 MARCH 2016**

### **SOUTH EAST PERIMETER ROAD, BICESTER: CONCLUSION OF OPTIONS ASSESSMENT WORK – RECOMMENDATION OF PREFERRED ROUTE**

**Report by Deputy Director for Environment and Economy (Strategy and Infrastructure Planning)**

#### **Introduction**

1. This report sets out the recommendation for a preferred route for a new South East Perimeter Road in Bicester, to be safeguarded through Cherwell Local Plan Part 2. Selection of the preferred route has been informed by a public consultation and associated studies. This report includes a summary of findings from the consultation.

#### **Policy and strategy**

2. The need for a new, strategic link road to the south of Bicester (the 'South East Perimeter Road') has been identified to support the significant employment and housing growth in Bicester, as proposed in the adopted Cherwell Local Plan 2011-31. Without the South East Perimeter Road, there will be increased congestion and journey times on the A41 to the south of Bicester; and increased levels of congestion within the town centre.
3. A new South East Perimeter Road would offer an alternative strategic route for A41 trips to and from Aylesbury (and beyond) and also a new town distributor road to keep local business trips on the periphery of the town, thus enabling sustainable modes to take priority in central Bicester. The South East Perimeter Road would also support the increase in demand for west–east movements.
4. The Inspector's Report into Cherwell District Council's Local Plan Main Modifications specified a requirement to consult on options for a new link road through the Local Transport Plan review process because *'there has been some level of local uncertainty up to now on how these matters would be progressed.'*
5. This requirement is itself supported through Cherwell Local Plan Part 1 Policy SLE4: Improved Transport and connections, which states that: *"Consultation on options for new link and relief roads at Bicester and Banbury will be undertaken through the Local Transport Plan (LTP) review process. Routes identified following strategic options appraisal work for LTP4 will be confirmed by the County Council and will be incorporated in Local Plan Part 2."*
6. The evidence to support the need for a Perimeter Road has been developed over a number of years as the Local Plan has evolved and as Bicester's supporting Area Transport Strategy has developed. The modelling carried out to provide evidence for the Cherwell Local Plan Main Modifications confirmed the earlier conclusions that the Perimeter Road plays an important role in

managing the congestion that would result if growth occurred without additional capacity, even with the high level of investment in sustainable transport that is proposed for the town.

***‘Garden Town’ status: Infrastructure implications***

7. Following the award of ‘Garden Town’ status to Bicester, a new junction on the M40 south of Junction 9 is being investigated. This has been identified as a potential long term solution for strategic movements between the motorway network and the A41.
8. A potential new junction would have implications regarding the need for, and/or function and design of the South East Perimeter Road, however, it is still necessary to establish a preferred route option to be safeguarded through CLP Part 2 as this was a critical scheme to support the Local Plan growth. Unless an alternative approach is confirmed and approved (e.g. a new M40 junction) which replaces or alters the necessity of a new link road, the ability to deliver this scheme should not be removed.

**Route options**

9. A 2013 study by White Young Green (WYG) assessed a number of potential route options for managing travel on peripheral routes around Bicester. The route options taken forward as part of the public consultation were identified as the most effective alignments. Other options considered (and subsequently discounted) in the WYG study included:
  - **A number of routes to the west of Bicester;** these were assessed as being less effective in drawing traffic around, rather than through, the town.
  - **Dualling of Boundary Way;** this option was also less effective in encouraging traffic to move around the periphery of the town. It would also create a physical barrier between the current edge of Bicester and new development to the south of the road, making walking and cycling between the two areas of town particularly difficult.
10. In September/ October 2015, further ecology and engineering feasibility work was undertaken on the two route options by consultants, with additional specialist input provided by OCC officers in respect of archaeological aspects.
11. The two options are themselves supported through Local Transport Plan (2015-31) Policy BIC 1 which states that: *“In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town, with the Movement Study identifying two options for a south east perimeter road as the solution. The Graven Hill development will deliver the section round to the south of this site, joining the A41 at the Pioneer Road junction.”*

***Alignments and proposals***

12. A plan showing the two route options is provided in Annex 1. The options comprise:
  - **Route Option 1 - Northern alignment,** connecting from the existing Vendee Drive roundabout. Option 1 comprises two slightly different alignments (Option 1a and Option 1b).
  - **Route Option 2 – Southern alignment,** further south of Option 1, closer to the village of Wendlebury

13. Both options would connect to a 'safeguarded' section which is part of the Graven Hill Development site.
14. Route Option 1 and 2 proposals, including engineering, archaeology and ecology considerations and impacts, are provided in Annex 2, with a summary of considerations and impacts provided in Annex 3.

### **Consultation**

15. The public consultation ran for six weeks from 9<sup>th</sup> November 2015, with public exhibitions held at three different locations over three days. In total, there were 525 responses to the consultation, comprising individual respondents and stakeholder representatives. The consultation questionnaire is provided in Annex 4, with a summary of findings provided in Annex 5.
16. Respondents were asked to rate their views on each of the route options (Annex 5, Table 2.1). There was significantly less support for the northern alignments (1a and 1b) than the southern alignment (Option 2); nearly 62% of respondents 'strongly support' or 'tend to support' Option 2, with just under 80% and 78% of respondents stating that they 'do not support at all' Option 1a and Option 1b respectively.
17. Respondents were asked to select a preferred route option (Annex 5, Table 2.2). Option 2 is the preferred route cited by significantly more respondents (424) than stated a preference for the other Options (61 citing either 1a or 1b).
18. The percentage of respondents who expressed a preference for Option 2 increased with distance from Bicester i.e. 53% of respondents from Bicester and the surrounding villages expressed a preference for Option 2 (Annex 5, Figure 4.1) whilst, when respondents from the wider surrounding area were included, this figure increased to 78% (Annex 5, Figure 4.2). This in part reflects ecological issues being a less localised concern; Route Option 1 has a greater potential ecological impact, with 358 respondents who stated a preference for Option 2 citing that the route had a lesser impact on wildlife (Annex 5, Table 3.2).

### ***Summary of key stakeholder responses***

- **Cherwell District Council** supports Option 2 due to its use of existing infrastructure and its likely lesser impact on Bicester Wetland Reserve and Cherwell Local Plan allocated sites (Graven Hill and Bicester Gateway).
  - The **Ministry of Defence** do not support Option 1b; the MoD would not allow construction of Option 1b.
  - **Wendlebury Parish Council** highlighted specific concerns with Option 2 and its impact on residents of Wendlebury, with a preference for Option 1.
  - **Bicester Town Council** expressed concern about the rate of growth of Bicester and considered that there was undue haste in deciding on the route of a perimeter road, and that more joined-up, longer term thinking is needed.
19. A summary of all stakeholder and individual comments, and Oxfordshire County Council officer responses on points raised, is provided in Annex 6.

20. Officers are not seeking to commit funds to progress the scheme further (beyond safeguarding in the Local Plan) at this stage. Work is currently underway in regards to the new Garden Town Status for Bicester, including assessment of a new motorway junction (and other new transport infrastructure). This assessment work could result in changes to the future transport strategy for Bicester which could alter the need for or the character of a South East Perimeter Road in Bicester.
21. Safeguarding Route Option 2 through CLP Part 2 will ensure that the land to deliver this scheme cannot be built on and will enable OCC to seek funding for its delivery from development; additional funding would be required, to be secured through capital bids in the longer term.
22. There are no specific staff implications associated with the proposals.

### **Equalities Implications**

23. Both route options would have implications for existing and future local communities in Bicester and the surrounding areas. In particular, Route Option 2 will have an impact on the community of Wendlebury. The M40, A41 and the railway line already impact significantly on the village, and concerns were raised about the further severing impact of the South East Perimeter Road, particularly Route Option 2. As part of any further development of the scheme, work would need to establish how impacts could be minimised, for example by:
  - (a) facilitating safe crossing of the A41 and junctions with the A41 by pedestrians and cyclists;
  - (b) reducing the noise impacts of the link road; and
  - (c) encouraging through trips for vehicles to use strategic routes rather than routing through Wendlebury.

### **Conclusions**

24. Stakeholder responses and the work undertaken to support the consultation highlighted significant barriers that mean that:
  - (a) Option 1b is undeliverable (in particular due to the impact on MoD land); and
  - (b) Option 1a has significant constraints, including ecological and archaeological issues that make deliverability problematic and an uncertain risk. Route 1a also adversely impacts the adopted Local Plan allocated sites.
25. The Report commissioned by Oxfordshire County Council from independent consultants Amec Foster Wheeler entitled: *“Preliminary ecological appraisal, planning advice and engineering feasibility for the South East Perimeter Road, Bicester”* (November 2015) concluded that *‘in planning terms, overall the Southern Alignment (Option 2) represents the more preferable option’* (pp31).
26. The public consultation showed greater support for Route Option 2.
27. Identifying this new road alignment is a necessary requirement of Local Plan Part 2.
28. Whilst concerns were raised during the consultation, about the prematurity of identifying a preferred route, it is officers’ recommendation that the current Local Plan process presents a good opportunity to safeguard an alignment. If an

alignment is not safeguarded through CLP Part 2, the ability to deliver a key strategic link to support housing and employment growth in Bicester could be lost.

29. In addition to safeguarding the new route, officers will also seek to amend details on the existing section of the new road which is safeguarded as part of the Graven Hill development site.
30. At such time that the council would seek to initiate implementation of this road scheme (beyond the current safeguarding) the usual planning processes would apply including, a full environmental appraisal; noise and air quality assessment; business case assessment (cost benefit analysis); engineering design stages (including road safety audit); land acquisition negotiations; flood impact and mitigation; and assessment of the impacts of junctions and connections on Wendlebury.
31. Funding, which has not yet been secured, is needed to deliver this scheme.

#### **RECOMMENDATION**

32. **The Cabinet Member is RECOMMENDED to:**
  - (a) **note the responses received as part of the consultation;**
  - (b) **safeguard Route Option 2 (Southern alignment) through agreement with Cherwell District Council as part of Cherwell Local Plan Part 2 (CLP Part 2).**

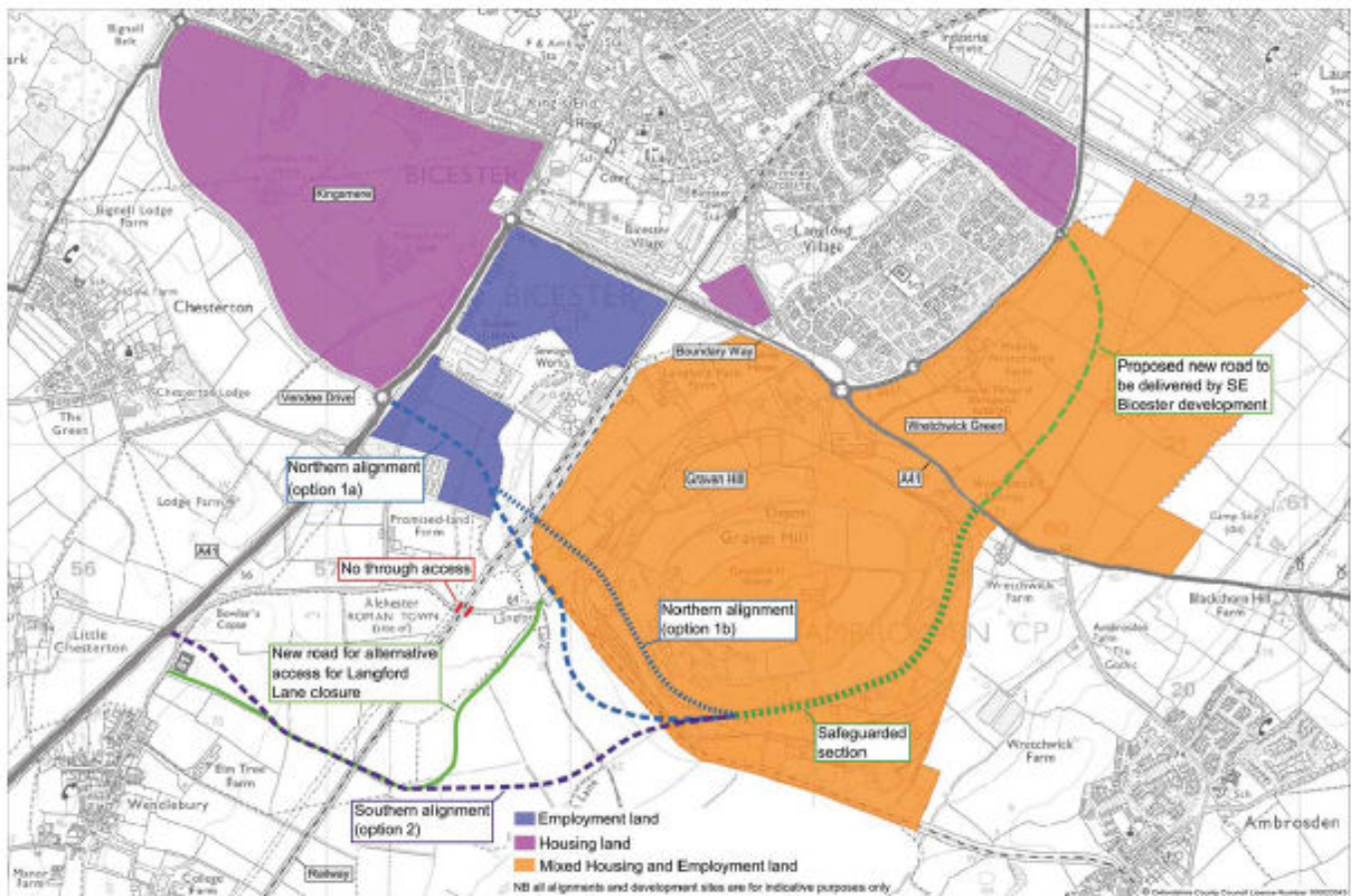
Report by                      Bev Hindle  
Deputy Director of Environment & Economy

Contact Officer              Jacqui Cox  
Principal Infrastructure Planner  
[jacqui.cox@oxfordshire.gov.uk](mailto:jacqui.cox@oxfordshire.gov.uk)

March 2016

## MAKING THE CONNECTIONS

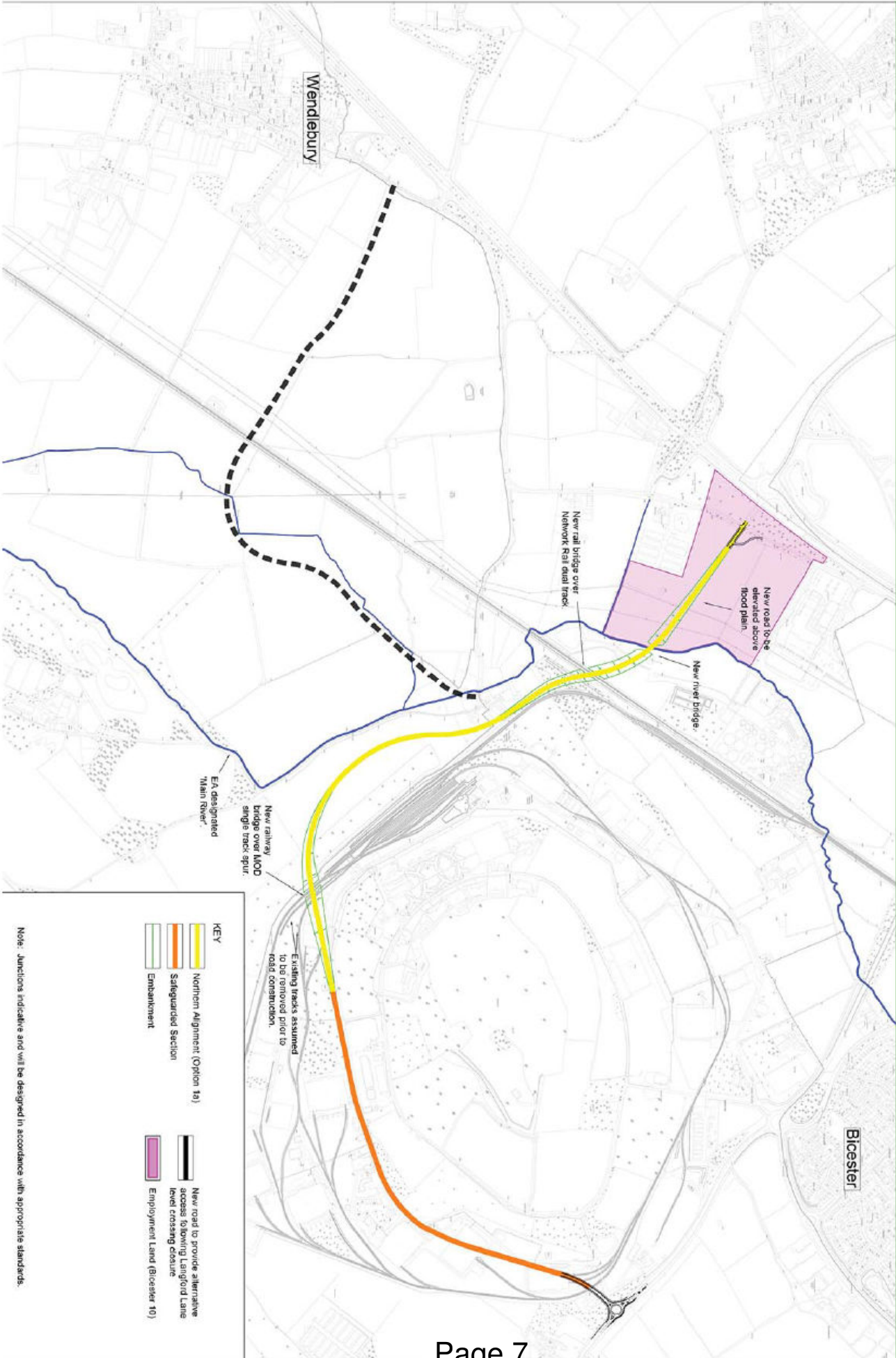
New residential and employment sites are indicated below, together with new/ proposed road links being provided.





ROUTE OPTION 1A: NORTHERN ALIGNMENT

Annex 2



## Engineering:

- **2 new Rail Bridges:** i) over the Ministry of Defence single track railway; and ii) over the Network Rail mainline. Rail Possessions pose significant construction programme risks and costs.

- **1 new River Bridge:** over the River Bure north of the railway.

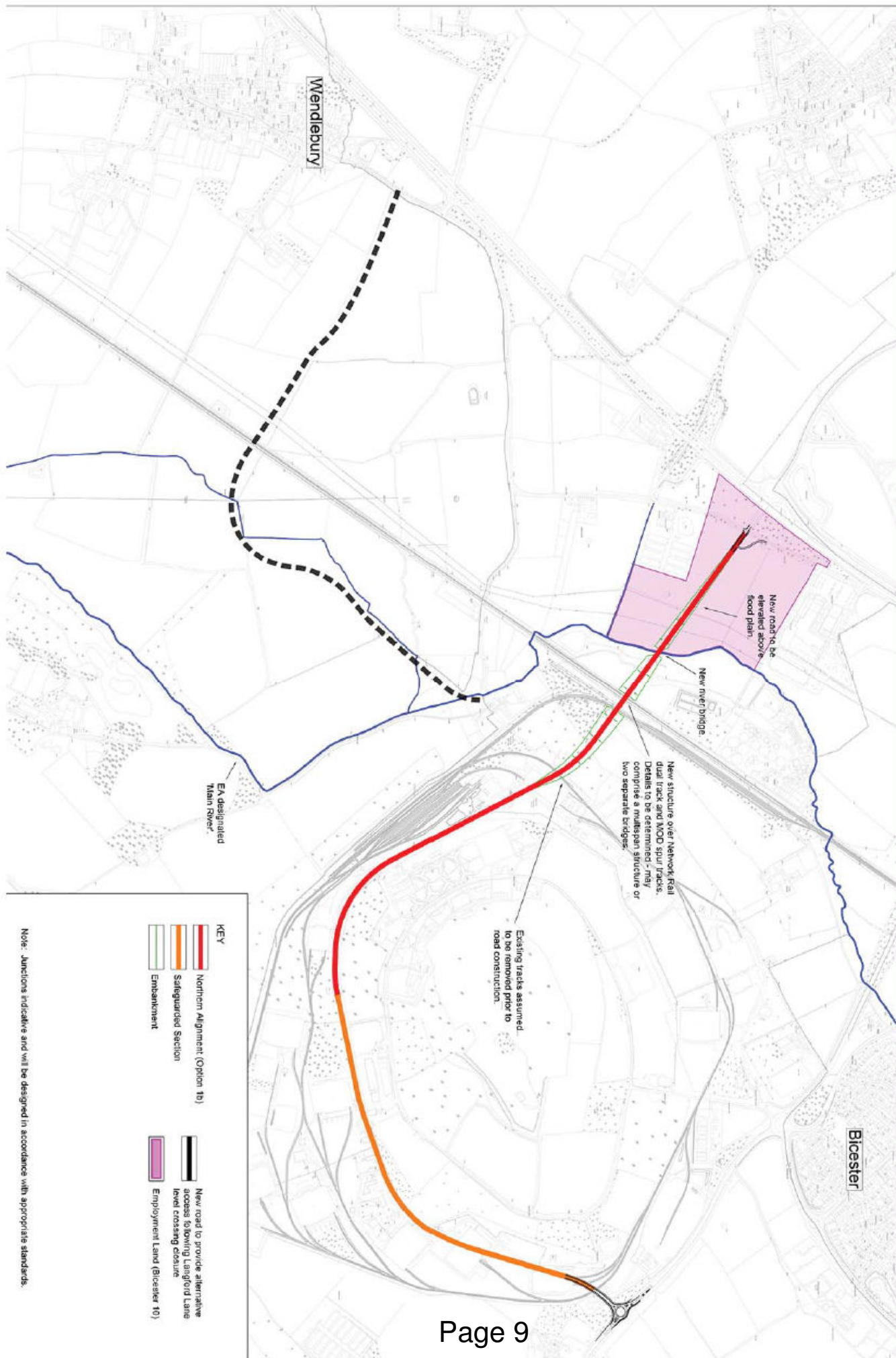
## Ecology

- Route cuts through Bicester Wetland Reserve, which has a large range of bird species, including the possibility that kingfishers may be present.
- In addition to the impacts of construction and loss of habitat through land take, traffic noise reduces bird densities.
- Other species impacted include badgers and potential roosting bats, and there are records of otters in Langford Brook, potential water voles, great crested newts within 500m of the route and potential reptiles. Many of these species are protected under European legislation.

## Archaeology

- The western section of Option 1a (between Vendee Drive roundabout and the railway) may be very rich in archaeology. The area may be of 'demonstrably equivalent significance' to the scheduled area and may therefore be considered to be of national significance.
- Any work to reduce the impact on the archaeology is likely to add significant cost to this option.
- Based on existing archaeological deposits found in the areas impacted by Route Options 1 and 2 to date, Oxfordshire County Council archaeologists consider that Option 1 is likely to have more significant deposits than Option 2. However, Option 1 has less of an impact on the setting of the Scheduled Monument.

ROUTE OPTION 1B: NORTHERN ALIGNMENT





## Engineering:

- **2 Rail Lines to cross:** Single structure to cross the Network Rail dual-track mainline and the Ministry of Defence spur line, with an overall length of approximately 60m.

- **1 River Bridge:** New river bridge over the River Bure as per Option 1a.

- The advantage of this alignment over Option 1a is that there will be one longer structure over the railtracks instead of two separate structures, which will be more cost effective. However, this option may be more challenging to deliver due to uncertainty regarding land owned by the Ministry of Defence.

## Ecology

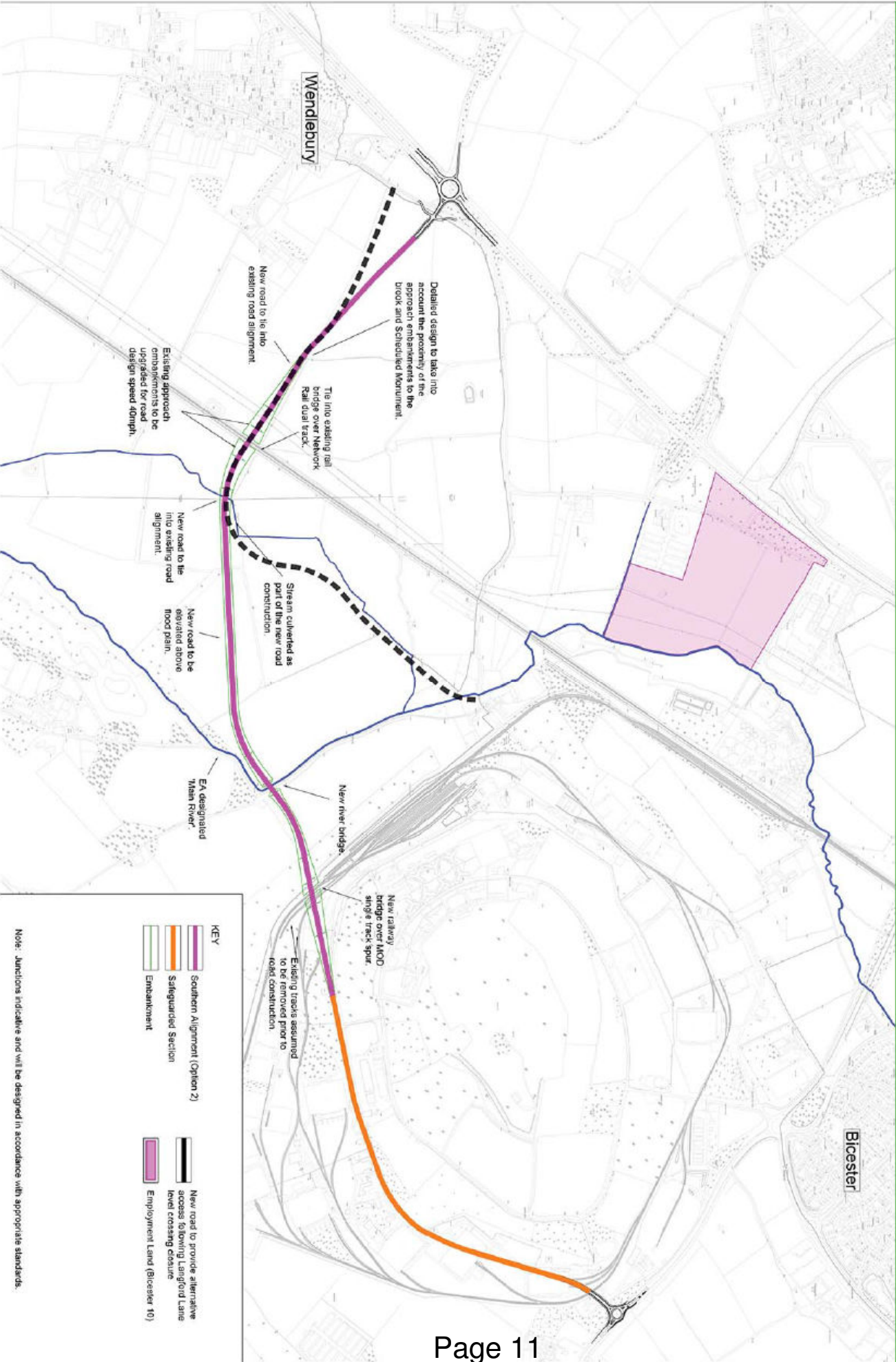
- As with Option 1a, this runs through the Bicester Wetland Reserve which has a large range of bird species, including the possibility that kingfishers may be present.
- In addition to the impacts of construction and loss of habitat through land take, traffic noise reduces bird densities.

- Other species impacted include badgers and potential roosting bats, and there are records of otters in Langford Brook, potential water voles, great crested newts within 500m of the route and potential reptiles. Many of these species are protected under European legislation.

## Archaeology

- The western section of Option 1b (between Vendee Drive roundabout and the railway) may be very rich in archaeology. The area may be of 'demonstrably equivalent significance' to the scheduled area and may therefore be considered to be of national significance.
- Any work to reduce the impact on the archaeology is likely to add significant cost to this option.
- Based on existing archaeological deposits found in the areas impacted by Route Options 1 and 2 to date, Oxfordshire County Council archaeologists consider that Option 1 is likely to have more significant deposits than Option 2. However, Option 1 has less of an impact on the setting of the Scheduled Monument.

ROUTE OPTION 2: SOUTHERN ALIGNMENT



Note: Junctions indicative and will be designed in accordance with appropriate standards.

## Engineering:

- **1 new Rail Bridge:** Over the Ministry of Defence single track as per Option 1a.
- **1 upgraded Rail Bridge:** The recently constructed rail bridge over the Network Rail mainline will require some upgrading to accommodate the road.
- **1 new River Bridge:** Over the River Bure west of Graven Hill
- Over 1km of the road will need to be elevated above the flood level and will require embankments across the flood plain.
- Detailed flood modelling will need to be carried out to understand the impact of the loss of flood plain.

## Ecology

- Receptors include badger setts and mature trees with potential to support roosting bats. Whilst this area is not part of Bicester Wetland Reserve, there is the potential for other species to be present which would be identified through a more in-depth ecological assessment.

## Archaeology

- This route is considered to be less likely to encounter buried archaeology. However, this route may have greater impact than Route Option 1 on the setting of the Scheduled Monument, in visual and noise terms.

# SUMMARY

	Northern Alignment: Option 1A	Northern Alignment: Option 1B	Southern Alignment: Option 2
ENGINEERING (STRUCTURES)	Requires: - 2 new bridges to cross Network Rail mainline and Ministry of Defence railway. - New bridge over river.	Requires: - New single structure bridge to cross Network Rail mainline and Ministry of Defence railway. - New bridge over river.	Requires: - New bridge over Ministry of Defence railway. - Upgrading approach embankments of the existing bridge over the Network Rail mainline. - New bridge over river. - Over 1km of the road to be elevated above the flood level.
ENGINEERING (HIGHWAYS)	- A41 connection at Vendee Drive roundabout would tie into the existing roundabout. - New junctions with Wendlebury Road will be required.	- Same A41 connection as Option 1a. - Revised alignment to form a straight connection to Vendee Drive roundabout, thereby minimising the railway and river crossing span.	- A41 connection proposed as a roundabout. - Wendlebury Road connection with option 2 would be a cross roads.
ECOLOGY	- Both options cut through Bicester Wetland Reserve. - In addition to the impacts of construction and loss of habitat through land take, traffic noise reduces bird densities. Potential presence of Kingfishers. - Other species impacted include badgers and potential roosting bats, and there are records of otters in Langford Brook, potential water voles, great crested newts within 500m of the route, and potential reptiles. Many of these species are protected under European legislation.		- Receptors include badger setts and mature trees with potential to support roosting bats. - Potential for other species to be present which would be identified through more in-depth ecological assessment.
FLOODING	Crosses the flood plain (predominantly Flood Zone 3).		Crosses a larger area of Flood Zone 3 than Option 1.
ARCHAEOLOGY	- The western section of Option 1 (between Vendee Drive roundabout and the railway) may be very rich in archaeology. The area may be of demonstrably equivalent significance to the scheduled area and may therefore be considered to be of national significance. - Oxfordshire County Council archaeologists consider that Option 1 is likely to have more significant archaeological deposits than Option 2.		- Option 2 is considered to be less likely to encounter buried archaeology than Option 1. - Option 2 is likely to have more of an impact on the setting of the Scheduled Monument, from a noise and visual perspective.
COSTS	CONSTRUCTION COSTS: - Initial estimations suggest this will be the middle of the 3 options from a cost perspective when only construction costs are considered. It is important to note that this does not take into account other costs that will potentially be significant eg. relocating/ removing utilities; land acquisition; management; design; planning/ environmental detailed assessment; risk allowance; mitigation etc. - Ecology and archaeology mitigation costs will be significant, and are likely to be more than Option 2.	CONSTRUCTION COSTS: - Initial estimations suggest this will be the cheapest option from a cost perspective when only construction costs are considered. It is important to note that this does not take into account other costs that will potentially be significant eg. relocating/ removing utilities; land acquisition; management; design; planning/ environmental detailed assessment; risk allowance; mitigation etc. - Ecology and archaeology mitigation costs will be significant, and are likely to be more than Option 2.	CONSTRUCTION COSTS: - Initial estimations suggest this will be the most expensive option when only construction is considered. However, this does not include other costs that will be significant eg. relocating/ removing utilities; land acquisition; management; design; planning/ environmental detailed assessment; risk allowance; mitigation etc. - Potentially higher flood compensation costs than in Option 1.

## A consultation on a proposed South East Perimeter Road, Bicester

### Feedback Form

- Q1. What are your views on each route option?  
(For each row, please tick one box)

Scheme	Do not support at all	Tend not to support	Neutral	Tend to support	Strongly support
<b>Northern alignment:</b> Route Option 1a					
<b>Northern alignment:</b> Route Option 1b					
<b>Southern alignment:</b> Route Option 2					

- Q2. Which is your preferred route option?  
(Please tick one box)

<b>Northern alignment:</b> Route Option 1a	
<b>Northern alignment:</b> Route Option 1b	
<b>Southern alignment:</b> Route Option 2	
<b>No preference</b>	

- Q3. What are your reasons for your route option preference?

Please turn over...



- Q4. Are there any other factors not mentioned in the consultation materials that you think should be included in the decision making process?

- Q5. Are there any other comments you would like to make in response to this consultation?

- Q6. Where do you live? Please provide your postcode:

Please turn over...



Q7. How are you responding to this consultation, as a..?

- ☐ Member of the public living in Oxfordshire
- ☐ Member of the public living outside of Oxfordshire
- ☐ Councillor  
(Please give your name and the Council and area you represent below)
- ☐ Representative of a group or organisation  
(Please specify the name of group/organisation and your role below)
- ☐ Other (please specify)

**How to Respond:**

- Fill in this form today and place in the box provided
- Send by post to:  
  

Perimeter Road Bicester  
 FREEPOST  
 OXFORDSHIRE COUNTY COUNCIL  
  
 (No further address details required)
- Online at [www.oxfordshire.gov.uk/PerimeterRoadBicester](http://www.oxfordshire.gov.uk/PerimeterRoadBicester)

Thank you for taking the time to complete this form.

*Any information provided is governed by the Data Protection Act 1998 and will be treated as strictly confidential.*

## Annex 5

## Options for a South East Perimeter Road for Bicester: Summary of findings from the public consultation

### 1. Background

- 1.1. Oxfordshire County Council undertook a public consultation to explore views towards route options for a South East Perimeter Road in Bicester. Two route options were consulted on:
- **Route Option 1:** Connecting from the existing Vendee Drive roundabout. This option itself comprised two different alignments on the western section; Option 1a and Option 1b.
  - **Route Option 2:** An alignment further south of Option 1, closer to the village of Wendlebury.
- 1.2. A public consultation ran for six weeks from Monday 9<sup>th</sup> November 2015 to Friday 18<sup>th</sup> December 2015, with public exhibitions held at three different locations over three days.
- 1.3. Stakeholders were notified of the consultation via email, in advance of 9<sup>th</sup> November. Exhibition details, consultation materials and the consultation questionnaire were made available online and promoted through a range of mechanisms including through posters in the local area; local media; Oxfordshire County Council's (OCC's) social media; Parish Council representatives etc. OCC officers also attended meetings of Wendlebury Parish Council and Bicester Town Council on Monday 9<sup>th</sup> November and Monday 16<sup>th</sup> November respectively, to raise awareness of the consultation and brief councillors and public attendees of the meetings.
- 1.4. Attendance at each of the exhibition venues is detailed below:

**Table 1.1: Attendance at Public Exhibitions**

Venue	Date/ Time	No. of people attending
The Lion, Wendlebury	Thurs 12 November, 2.30pm - 8pm	150
Littlebury Hotel, Bicester	Fri 13 November, Noon – 7pm	115
John Paul II Centre, Bicester	Sat 14 November, 10am – 4pm	70
<b>TOTAL</b>		<b>335</b>

- 1.5. In total, 525 responses were received. Table 1.2 indicates the method by which responses were provided.

**Table 1.2: Responses received**

Response method	No. of responses
Questionnaire responses received online	430
Hard copy questionnaire responses received	68
Responses received via email (non-questionnaire)	27
<b>TOTAL</b>	<b>525</b>

### 2 Preferred Route Options

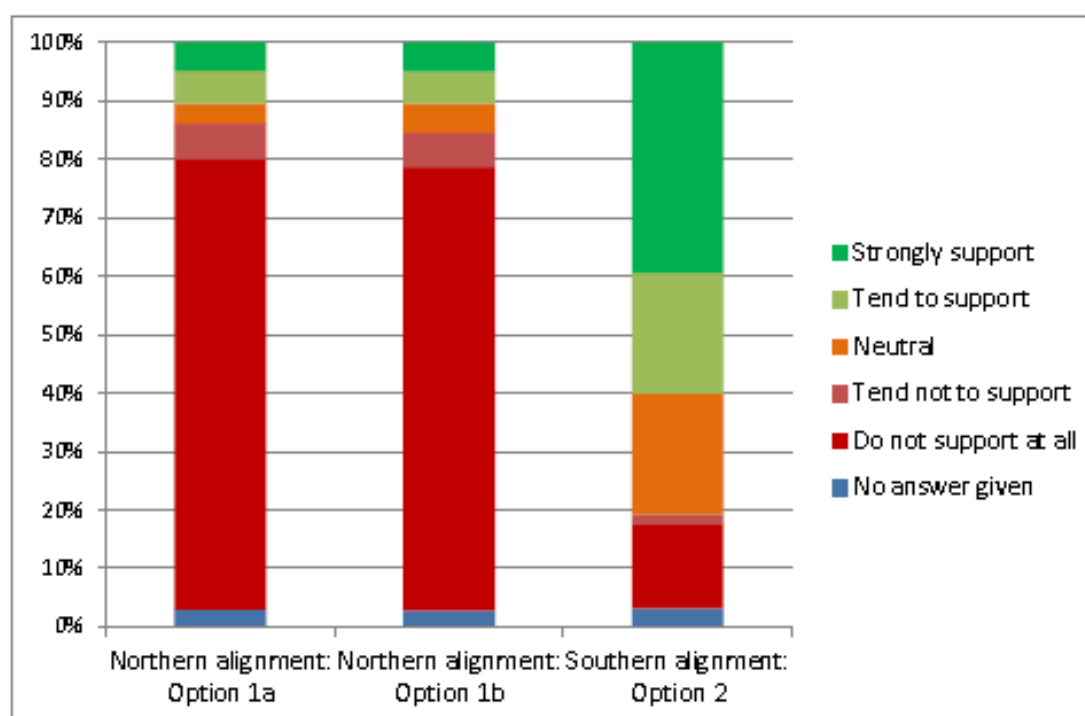
- 2.2. Respondents were asked to rate their views on each of the three route options. Table 2.1 and Figure 2.1 show responses from the 498 respondents who completed the questionnaire; this analysis does not include the 27 responses received via email that did not include a completed questionnaire.

- 2.3 The results show that nearly 62% of respondents 'strongly support' or 'tend to support' Option 2, with just under 80 per cent of respondents stating that they 'do not support at all' Option 1a and Option 1b.

**Table 2.1: Views towards Route Options (number of respondents)**

	Northern alignment: Option 1a		Northern alignment: Option 1b		Southern alignment: Option 2	
<b>Do not support at all</b>	384	79.5%	378	78%	71	15%
<b>Tend not to support</b>	30	6%	29	6%	9	2%
<b>Neutral</b>	17	3.5%	25	5%	103	21.5%
<b>Tend to support</b>	28	6%	27	6%	103	21.5%
<b>Strongly support</b>	24	5%	25	5%	196	40.5
<b>SUB TOTAL</b>	<b>483</b>	<b>100%</b>	<b>484</b>	<b>100%</b>	<b>482</b>	<b>100%</b>
<b>No answer given</b>	15	-	14	-	16	-
<b>TOTAL</b>	<b>498</b>	-	<b>498</b>	-	<b>498</b>	-

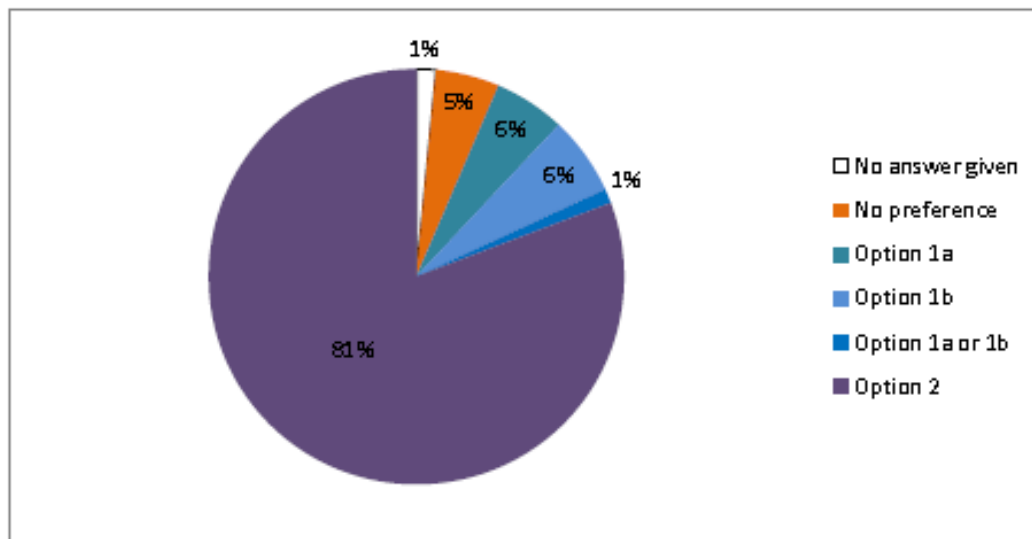
**Figure 2.1: Views towards Route Options (percentage of respondents)**



- 2.4 Respondents were asked to select a preferred route option. Table 2.2 and Figure 2.2 show responses from the 498 respondents who completed the questionnaire, and the additional 27 responses received via email.
- 2.5 It can be seen that Option 2 is the preferred route cited by significantly more respondents (424) than stated a preference for the other Options (61 citing either 1a or 1b). Comparing these results with those of the question above suggests that a number of people who preferred route Option 2 have done so whilst also only viewing it neutrally.

**Table 2.2: Route Option preference (number of respondents)**

Preferred option	No. of Respondents (via questionnaire)	No. of Respondents (via email)	No. of Respondents (combined)
No answer given	8	n/a	8
No preference	12	14	26
Option 1a	29	0	29
Option 1b	31	1	32
Option 1a or 1b	n/a	6	6
Option 2	418	6	424
<b>Total</b>	<b>498</b>	<b>27</b>	<b>525</b>

**Figure 2.2: Route Option preference (percentage of respondents)**

### 3 Comments

#### 3.2 Respondents were asked:

- What are your reasons for your route option preference?
- Are there any other factors not mentioned in the consultation materials that you think should be included in the decision making process?
- Are there any other comments you would like to make in response to this consultation?

#### 3.3 Open-ended comments boxes were provided for each of the responses above. However, responses tended to relate to any of the three questions in a non-sequential fashion or to all three questions simultaneously. Consequently, these responses have all been recorded together and their salient points and themes grouped into categories. Table 3.1 summarises these results.

**Table 3.1: Comments, and number of respondents (includes multiple comments from individual respondents)**

<b>Support for options 1a and 1b</b>	<b>No. of respondents making comment</b>
Preference for option 1a or 1b due to use of existing roundabout	8
Preference for options 1a or 1b as less non-specific impact on Wendlebury	1
Preference for option 1a or 1b due to less impact on flood plain	1
Support (but not preference) for option 1a or 1b due to use of existing roundabout	1
Preference for option 1a or 1b if Vendee Drive roundabout was signalised	1
<b>Support for option 1a</b>	
Preference for option 1a as less non-specific impact on Wendlebury	6
Preference for option 1a due to less impact on countryside/farmland	4
Preference for option 1a due to use of existing roundabout	3
Preference for option 1a due to less impact on flood plain	2
Preference for option 1a due to most direct route	2
Preference for option 1a due to less social impact on Wendlebury	2
Preference for option 1a due to least non-specific negative impact	1
Preference for option 1a as enables the possibility of utilising the MOD railway line	1
Preference for option 1a due to less impact on surrounding villages	1
<b>Support for option 1b</b>	
Preference for option 1b as cheapest option in terms of construction costs	7
Preference for option 1b as less non-specific impact on Wendlebury	6
Preference for option 1b due to use of existing roundabout	6
Preference for option 1b due to less impact on countryside/farmland	5
Preference for option 1b due to most direct route	4
Preference for option 1b due to least non-specific negative impact	4
Preference for option 1b as avoids impact on Wendlebury Gate Stables, Langford Lane	4
Preference for option 1b as best serves the function of completing the ring road	4
Preference for option 1b due to less social impact on Wendlebury	2
Preference for option 1b with expression of indifference to the potential ecological impact	2

Preference for option 1b as uses more brownfield land	2
Preference for option 1b due to less impact on flood plain	2
Preference for option 1b as would provide best access for a road/trail interchange	1
Preference for option 1b due to lesser impact on archaeology	1
<b>Opposition to options 1a and 1b</b>	
Opposition to option 1a and 1b due to impact on Graven Hill development	9
Opposition to option 1a and 1b due to impact on Bicester Wetland Reserve - but not in support of option 2	3
Opposition to option 1a and 1b due to existing pressures on Vendee Drive roundabout	3
<b>Support for option 2</b>	
Preference for option 2 due to lesser impact on wildlife	358
Preference for option 2 as reduces pressures on the network around Vendee Drive and A41/B4030 roundabouts	40
Preference for option 2 as will be more convenient for strategic-level journeys	10
Preference for option 2 as reduces traffic congestion in Bicester	10
Preference for option 2 due to lesser impact on archaeology	7
Preference for option 2 as more effective in supporting / enabling growth	6
Preference for option 2 as will be a more attractive route than options 1a and 1b	6
Preference for option 2 due to use of existing infrastructure	3
Cost should not take precedence over choosing the most effective route (preference for option 2)	3
Preference for option 2 as overall cost may be lower when all costs are taken into account	3
Preference for option 2 as a new roundabout on A41 would help to slow traffic	2
Preference for option 2 as the more logical / efficient solution	2
Preference for option 2 as would provide access to Little Chesterton from Wendlebury	2
Preference for option 2 as avoids the stables	2
Preference for option 2 as creates a better ring road	2
Preference for option 2 as would create a better environment around Vendee Drive roundabout for cyclists and pedestrians	1
Preference for option 2 as would reduce likelihood of Little Chesterton becoming a rat run	1
Option 2 would be easier to deliver due to less opposition	1
Preference for option 2 as more compatible with possible Oxford to Cambridge Expressway	1
Support for option 2, but concern about floodplain	1

<b>Opposition to option 2</b>	
Opposition to option 2 due to potential traffic impact on Wendlebury	24
Opposition to option 2 as would isolate Wendlebury	20
Opposition to option 2 due to noise impact on Wendlebury	15
Opposition to option 2 due to air quality impact on Wendlebury	12
Opposition to option 2 due to safety concerns in Wendlebury - no street lights and pavements	9
Opposition to option 2 due to potential traffic impact on Little Chesterton	9
Opposition to option 2 due to potential impact on property value in Wendlebury	3
Opposition to option 2 due to light impact on Wendlebury	2
Opposition to option 2 due to impact on Bowler's Copse	1
Opposition to option 2 citing value of quality of life over concerns for protected species	1
Option 2 will create more pollution because it is a longer route	1
Opposition to option 2 due to potential traffic impact on Chesterton	1
<b>General - questions and requests</b>	
How does this fit into the strategic plan for the area?	7
What is the impact of each option on the flood plain?	4
Has it been established that this road will improve the traffic situation in Bicester?	4
What provision will there be for cyclists?	3
What are the implications for and/or impact of Bicester Village traffic?	2
What is the impact of the Park and Ride?	2
What are the noise impacts of the various options?	2
How would option 2 affect traffic queuing on A41 before junction 9 of M40?	2
What will be the impact of the new road on other areas of Bicester?	2
What is being built elsewhere in Bicester?	2
Will a new road encourage development within the new boundary?	2
Request for direct discussion with Banbury Ornithological Society?	2
What will the impact of option 1b on the Graven Hill development?	2
What are the heights of the new bridges?	1
What is meant by flood compensation?	1
How does traffic on the A41 east-west fit in with any of the proposed routes?	1



What are the implications of the mixed-use developments in the vicinity of the three options?	1
What data is available detailing accident data in the area and what are the predicted impacts of these routes?	1
What does transport modelling show of the current patterns - those whose destination is Bicester vs strategic level journeys (Milton Keynes, Buckingham, Aylesbury)?	1
What are the impacts on existing homes and businesses?	1
Is the process likely to be delayed due to the need for a detailed excavation of Alchester Roman Villa?	1
What is the long term plan for transport in Bicester, where are cycle lanes and pedestrian improvements planned?	1
Request for direct discussion with effected parishes - specifically Chesterton?	1
When is it envisaged that the road will be built?	1
<b>General - concerns</b>	
Concerns over archaeological impact of all three options	6
Concern raised regarding access for pedestrians and cyclists in and out of Wendlebury	3
<b>General - suggestions, issues for consideration</b>	
Impact on Wendlebury should be included in the considerations	13
Careful consideration of the possibility of a new M40 junction must be taken into account	12
Flood impact and prevention	11
A new M40 junction would be preferable	10
Would support closure of road through Little Chesterton to access only	5
A full and independent EIA should be conducted	4
Screening should be provided to mitigate impacts of traffic noise	4
None of the routes - suggestion of alignment north of Graven Hill to Vendee Drive roundabout	3
Careful consideration of the possibility of a new M40 junction must be taken into account - proposed road should link to this and not junction 9	3
Could the road join up with the Ambrosden road and improve the current Ambrosden/A41 junction - this is currently dangerous	2
The road should be designed to a speed appropriate for its intended use	2
Suggestion that there should be only one roundabout into Graven Hill	1
Should consider the potential for compensation claims from residents of Graven Hill	1
Detailed assessment of the impact of the three routes on the water table in relation to the preservation of underground archaeological remains	1
Preference for option 2 but it is important to consider how to prevent/mitigate traffic impacts on Wendlebury	1
If option 2 is chosen there should not be another roundabout on the A41 - other junction designs should be explored that have less negative impact on traffic flow	1

<b>General - negative</b>	
Opposition to construction of new roads (against all options)	9
None of the routes offer a solution that addresses the current / future growth traffic problems sufficiently	9
All routes result in unacceptable impacts	7
Damaging the wetlands is inconsistent with Bicester as a Garden Town	5
The consultation was poorly advertised	3
Maps were illegible	3
Noted error in labelling of southern alignment on summary board	2
Objection to more roundabouts - more cost effective (not in support of any proposed option)	1
Concern raised that none of the options will alleviate traffic problems in Wendlebury	1
Suspicion that the bridge at Elm Tree Farm means the decision has already been made	1
General praise for the consultation - but biased towards option 2	1
<b>General - positive</b>	
General support any of the proposed options - recognition of importance/need of/for the road	3
The report was well balanced and adequate in its assessment	2

**TABLE 3.2: Comments made by ten or more respondents**

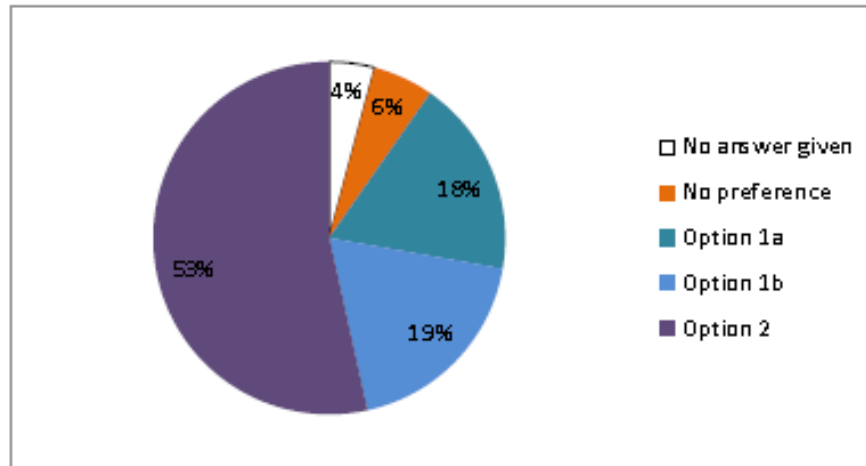
Preference for option 2 due to lesser impact on wildlife	358
Preference for option 2 as reduces pressures on the network around Vendee Drive and A41/B4030 roundabouts	40
Opposition to option 2 due to potential traffic impact on Wendlebury	24
Opposition to option 2 as would isolate Wendlebury	20
Opposition to option 2 due to noise impact on Wendlebury	15
Impact on Wendlebury should be included in the considerations at the next stages	13
Opposition to option 2 due to air quality impact on Wendlebury	12
Careful consideration of the possibility of a new M40 junction must be taken into account	12
Flood impact and prevention	11
A new M40 junction would be preferable	10
Preference for option 2 as will be more convenient for strategic-level journeys	10
Preference for option 2 as reduces traffic congestion in Bicester	10

- 3.4 It can be seen from Table 3.2 that the key reasons for respondents selecting Option 2 as their preferred Route Option related to the **impact on wildlife (358 respondents)** and **reductions in pressure on the Vendee Drive Roundabout (40 respondents)**. The key reasons for opposition to Option 2 related to **the potential traffic impact on the village of Wendlebury (24 respondents)** and **severance/ isolation impacts that Option 2 would have on Wendlebury (20 respondents)**.

#### 4 Home location

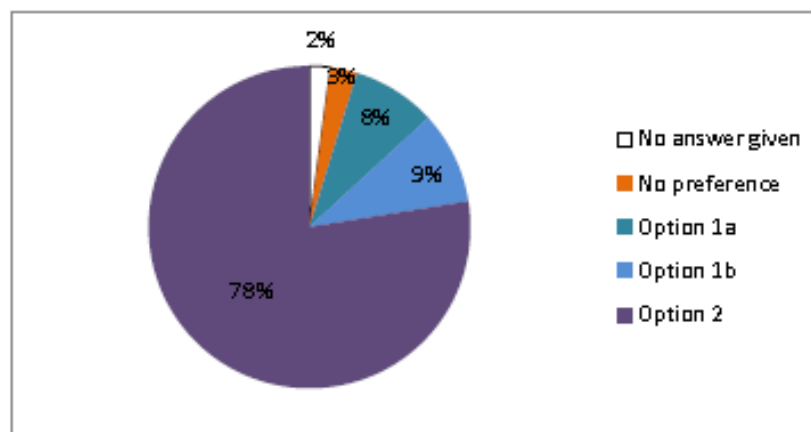
- 4.2 Respondents were asked to indicate where they live (figures below only include those who responded to the questionnaire):
- **Figure 4.1** provides preferred options for those living in Bicester and the surrounding villages (including Wendlebury, Chesterton, Little Chesterton, Ambrosden, Upper Arcott and Blackthorn) (145 respondents); these respondents are also included in Figure 4.2.
  - **Figure 4.2** illustrates the preferred options for those people living in Bicester and the surrounding villages, as well as the wider Oxfordshire, Buckinghamshire, Northamptonshire and Milton Keynes areas (334 respondents). These are destinations from which people may potentially be more likely to travel relatively regularly through/ be familiar with the Bicester area.
  - **Figure 4.3** shows the preferred options for the remaining respondents living further afield (164 respondents).

**Figure 4.1: Route Option preference of those living in Bicester and the surrounding villages (percentage of respondents)**



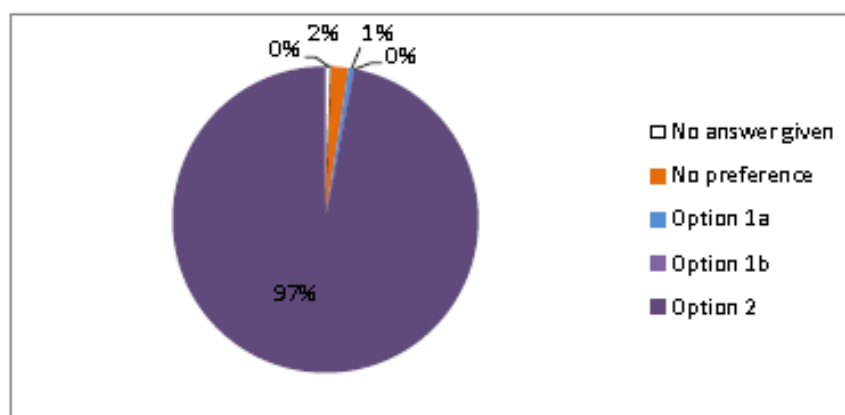
*No. of Respondents: 145*

**Figure 4.2: Route Option preference of those living in Oxon, Bucks, Northants and Milton Keynes (percentage of respondents)**



*No. of Respondents: 334*

**Figure 4.3: Route Option preference of those living further afield**



*No. of Respondents: 164*

- 4.3 Figures 4.1 and 4.2 show that those respondents living in Bicester and the surrounding villages are more likely to cite a preference for Options 1a and 1b than respondents living in the wider area. Those living more locally are also more likely to cite no preference.

## 5 Respondent type

- 5.2 The profile of respondents is shown in Table 5.1. It can be seen that approximately 52% of respondents were members of the public living in Oxfordshire, whilst 38% live outside Oxfordshire. 6 Councillors responded, together with 27 representatives of other groups or organisations.

**Table 5.1: Respondent type**

Responding to this consultation as a...	No. respondents	% of respondents
Member of the public living in Oxfordshire	260	52.5%
Member of the public living outside of Oxfordshire	187	38%
Councillor	6	1%
Representative of a group or organisation	26	5%
Other	17	3.5%
No answer provided	2	-
<b>TOTAL</b>	<b>498</b>	



RESPONDENT	CONTENT OF COMMENT	OCC RESPONSE
A2 Dominion (Barton Willmore)	Bicester is earmarked for significant growth in the future. Oxfordshire County Council must ensure there is sufficient capacity to accommodate future projected growth.	Noted.
Page 29	Whilst supportive of the principle of a South East Perimeter Road, and recognising that this is the right location to accommodate growth in the town we query the suitability of route options and integration of the proposals with the town strategies for sustainable travel put forward in this consultation paper as well as the level of detail of technical studies undertaken to inform these routes. Furthermore, we query the scale of the proposed South East Bicester Perimeter Road. Will this be a dual carriageway or single carriageway?	It is intended that the proposed road will be single carriageway. Modelling work has been undertaken to identify potential/ preferred routes; this includes work reported in: the <i>Strategic Route Corridor Options: Initial Sifting Report</i> available here: <a href="http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf">http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf</a> and additional modelling work available here: <a href="http://www.cherwell.gov.uk/media/pdf/9/c/Transport_model_technical_note_-_Bicester.pdf">http://www.cherwell.gov.uk/media/pdf/9/c/Transport_model_technical_note_-_Bicester.pdf</a> Engineering and ecology feasibility work undertaken is reported here: <a href="https://consultations.oxfordshire.gov.uk/consult/ti/PerimeterRoadBicester/consultationHome?utm_source=FURL-1&amp;utm_medium=PerimeterRoadBicester&amp;utm_term=nil&amp;utm_content=&amp;utm_campaign=PerimeterRoadBicester">https://consultations.oxfordshire.gov.uk/consult/ti/PerimeterRoadBicester/consultationHome?utm_source=FURL-1&amp;utm_medium=PerimeterRoadBicester&amp;utm_term=nil&amp;utm_content=&amp;utm_campaign=PerimeterRoadBicester</a>
	What are the transport benefits of each proposed options?	Modelling has shown the route options to result in benefits re: travel time and congestion in the transport network in the Bicester area, with route option 2 providing greater reductions (see the <i>Strategic Route Corridor Options: Initial Sifting Report</i> , Section 6).
	We also query how this route will promote sustainable transport within Bicester.	By providing greater capacity on Bicester's peripheral routes, this will reduce vehicular movements in Bicester's central corridor, thus enabling improvements to promote cycling and walking to be made.
	<b>Garden Town' status: Infrastructure implications (Page 4)</b> The consultation paper makes reference to the new junction on the M40 south of Junction 9. This is being explored as part of Bicester's 'Garden City' status, and is hoped will form a long term solution.	The evidence produced for the Local Plan Examination demonstrated that the south east perimeter road should be part of the strategic highway network to accommodate the planned growth. The proposal for a new motorway junction arose subsequently and assessment work on the feasibility of a new junction on the M40 will shortly be undertaken. This was not a matter at the Local Plan Examination but it is acknowledged that such a proposal could impact on the exact

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	<p>However, there does not seem to have been any consideration of what impact it would have on the need for or alignment of a South East peripheral road. This is a fundamental point and the designation of a route may be premature. This needs to be given further consideration by Oxfordshire County Council with Highways England, prior to setting a route for the perimeter road.</p>	<p>requirements, and subsequent design and function of the perimeter road.</p> <p>If an alignment is not safeguarded through CLP Part 2, the ability to deliver a key strategic link to support housing and employment growth in Bicester could be lost.</p>
	<p><b>Option 1 (Northern Alignment) (Page 5)</b></p> <p>It is unclear whether there would be a new grade separated junction at Vendee Drive with Option 1. This requires clarification. This junction is a constraint in future years on the network and a key junction for both east and west peripheral routes.</p> <p>The technical report in the costs section describes it as only needing traffic signals. Traffic signals may not be adequate in this location but no traffic modelling is provided to demonstrate whether it is or not.</p>	<p>Option 1 as shown in the consultation material would connect with the at-grade roundabout. Whichever route alignment is preferred, the design work will look in detail at the connections from the new road into the existing highway. The exact form of junctions would be part of this phase.</p>
Page 30	<p><b>The 'safeguarded section' (Page 5)</b></p> <p>The safeguarded corridor through the Graven Hill site is 15m wide according to the technical report and the carriageway is costed as a 7.3 metres wide road. The safeguarded route would thus only accommodate a single 7.3 metres carriageway, verges and presumably a cycle route. The volume of traffic in this quadrant of the town would indicate this should be a dual carriageway. The corridor therefore seems inadequate to provide for a South East peripheral route. Oxfordshire County Council needs to confirm the character of the road.</p> <p>The route is only 'safeguarded' through the Graven Hill site. Graven Hill secured planning permission in August 2014 (reference 11/01494/OUT) for 1,900 new homes. We query why this part of the route was not delivered as part of application 11/01494/OUT and question how this will be funded moving forward.</p>	<p>The safeguarded section through Graven Hill would be a single carriageway road.</p> <p>Safeguarding this route protects the corridor from development.</p> <p>The accelerated growth identified through the Main Modifications to the Local Plan triggered the need for a south east perimeter road within the Local Plan period. The Graven Hill application came forward prior to the Main Modifications and therefore the route could not be delivered as part of that application, but a route was safeguarded because a future long term requirement had already been identified.</p> <p>Funding would be secured through developer contributions and central government funding bids.</p>
	<p><b>Options (Pages 8 - 12)</b></p> <p>Under each option, there is no summary of the traffic benefits or dis-benefits. Oxfordshire County Council needs to confirm which route works the most effectively. We understand that this work was previously undertaken by WYG in a study prepared in 2013 and should be presented to the public as part of this consultation.</p>	<p>Modelling has shown the route options to result in reductions to travel time and over capacity queues in the transport network in the Bicester area, with route option 2 providing greater reductions.</p> <p>The WYG report is publically available on Cherwell District Council's website, and was submitted as evidence to support the Cherwell Local Plan Examination in Public. It is available here:  <a href="http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf">http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf</a></p>



	<p><b>Preferred Option</b></p> <p>NW Bicester does not rely upon the scheme. However, it is beneficial to the operation of the town wide network. A2D are therefore supportive of the principle of a link road in this general location. A2D's preferred route is Option 2, based on there being no significant capacity improvements planned at the junction of Vendee Drive in relation to Option 1.</p> <p>However, in order for A2D to make an informed decision, we request that Oxfordshire County Council provides clarification on matters raised in these representations.</p> <p><b>Moving Forward</b></p> <p>We look forward to receiving clarification on matters raised in these representations and ask that Oxfordshire County Council engages with A2D and the other promoters of strategic sites in the town on options for a South East Perimeter Road for Bicester.</p>	Noted.
<p>Ambrosden Parish Council</p> <p>Page 31</p>	<p>Route 1a goes through the middle of a very successful riding school, which does much work with handicapped children and young adults. So I am very against this route. Route 2 encloses Wendlebury and is not very satisfactory. Route 1b is the best of a bad lot.</p> <p>Care must be made NOT to flood Wendlebury as has happened during the building of the M40 junction 9 and the roads on Kingsmere estate. I believe too much building is being done in the Bicester area far too quickly before any impact on drainage has been felt. There are so many floodplains that are being built on, that at some time there is going to be a disaster with a possibility of roads collapsing or being flooded.</p>	<p>Noted.</p> <p>Subsequent design stages will be conducted in consultation with the Environment Agency and the necessary mitigation of any impact on the flood plain will be integral to the proposed scheme. A Flood Risk Assessment (FRA) would be required as part of a planning application submission. Subsequent design stages will be conducted in consultation with the Environment Agency and the necessary mitigation of any impact on the flood plain will be integral to the proposed scheme. The Environment Agency would not approve any proposals that would reduce the capacity of the existing flood plain or that would increase flood risk elsewhere, either upstream or downstream. For further detail on this, see pages 35, 38, and 40 of the <i>'Preliminary ecological appraisal, planning advice and engineering feasibility'</i> report, which can be found here: <a href="http://www.oxfordshire.gov.uk/PerimeterRoadBicester">www.oxfordshire.gov.uk/PerimeterRoadBicester</a>.</p>
<p>Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT)</p>	<p>The above consultation has been brought to my attention and raises concerns in relation to ecology. I therefore wish to submit comments on behalf of the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT). As a wildlife conservation charity, our comments relate specifically to the protection and enhancement of the local ecology in the area of the proposed options.</p> <p>Notwithstanding the need for further more detailed ecological assessment, in</p>	Noted.

light of the information submitted with the current consultation **I consider Option 2 to be the preferred option**. The ecological impact that would result from loss of Bicester Wetland Reserve Local Wildlife Site (LWS), and other biodiversity losses, through options 1a and 1b would have a significant and detrimental effect on local biodiversity, and would go against NPPF and Local Plan policies.

This is in agreement with the conclusion of the 'Preliminary ecological appraisal, planning advice and engineering feasibility for the South East Perimeter Road, Bicester', which states that:

*'Given the impacts on ecology, it is our opinion that the Southern Alignment (Option 2) is the most viable'*

Both Options 1a and 1b would have a significant impact on Bicester Wetland Reserve Local Wildlife Site. The report identifies that these options would result in the **'loss of the majority of the site's interest features'**.

Bicester Wetland Reserve LWS is managed by the Banbury Ornithological Society (BOS), it has been selected as LWS on account of its importance for over-wintering wildfowl (including Red Listed teal, pintail, pochard, wigeon and gadwall) and for birds requiring wet grassland (jack snipe, little ringed plover and green plover). It supports reedbed and floodplain grazing marsh, both of which are habitats of principal importance as listed under Section 41 of the Natural Environment and Rural Communities Act.

#### **Relevant Planning Policy and Legislation**

**The Town and Country Planning (Environmental Impact Assessment) Regulations 2011** require consideration of alternatives and their environmental impact; it is important that the environmental impact of all options is considered at an early stage to ensure that it has been fully integrated into the decision making process.

**The Natural Environment and Rural Communities Act 2006** places a duty on public bodies to have regard, so far as is consistent with the proper exercise of their functions, to the purpose of conserving biodiversity.

#### **Paragraph 109 of the NPPF states:**

*'The planning system should contribute to and enhance the natural and local environment by: ...minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent*

*ecological networks that are more resilient to current and future pressures'*

**Paragraph 118 of the NPPF and Policy ESD10 of the Cherwell Local Plan state:**

*'if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused'*

In this case, the significant harm that would be caused to Bicester Wetland Reserve LWS as a result of options 1a or 1b can be avoided through use of option 2. This option should therefore be used in preference in line with national and local planning policy (further ecological survey and assessment is needed to confirm the ecological impact of option 2, however local knowledge and the lack of any designated sites indicate it would have less of an ecological impact).

**Survey and Assessment Requirements**

The report on the 'Preliminary ecological appraisal, planning advice and engineering feasibility for the South East Perimeter Road, Bicester' identifies that much of the route for Option 2 and the safeguarded section has yet to have a Phase 1 habitat survey, and that further targeted survey work in respect of habitat and species is required to inform an assessment of the likely effects of the scheme and the mitigation measures that would be needed. This information is needed to inform selection of the route options as part of the EIA.

The EIA should also consider the wider impacts on biodiversity of any alteration of surface water flows resulting from route options crossing the floodplain. This should include consideration of the effect on any water dependant habitats.

**Costs for highway construction and engineering**

The 'Preliminary ecological appraisal, planning advice and engineering feasibility for the South East Perimeter Road, Bicester' document provides an assessment of costs for highway construction and engineering. This assessment should include costings for provision of ecological mitigation, compensation and enhancement. In the case of options 1a and 1b this would need to include costings for compensation for the damage to/loss of Bicester Wetland Reserve LWS.

	<p><b>Achieving a net gain in biodiversity</b></p> <p>In line with paragraph 109 of the NPPF and policy ESD10 of the Cherwell Local Plan, the new road should deliver a net gain in biodiversity. I suggest the use of DEFRA's Biodiversity Offsetting Metric to demonstrate that the scheme achieves this. The approach should aim to create a habitat corridor along the route of the road to provide ecological connectivity.</p> <p>Consideration should be given to the potential for associated works, such as may be required for surface water storage, to provide biodiversity enhancements. Road verges should be seeded with native wildflower rich grassland of local provenance and appropriate to the area. Provision should be made for the safe crossing of the road by animals.</p>	
<p>Bicester Local History Society</p> <p>Page 34</p>	<p>None of the suggested routes are acceptable. The most southerly route, Option 2, runs close to the site of the Roman town of Alchester. The other two options are also not that far away. The water table at Alchester is a major concern. Any large-scale construction works that could result in it being lowered could result in the irreversible disintegration of some of the earliest known waterlogged artefacts and environmental remains known from Roman Britain. In the light of the length of the early defensive and drainage ditches at Alchester, it is likely that thousands of cubic metres of waterlogged deposits survive.</p> <p>Nobody can know for certain what this unique archive contains, but there is a distinct likelihood that further timber posts of the first year or two of the Roman occupation of Britain survive. It is worth noting that recent excavations have not just yielded the earliest tree-ring dates from Roman Britain (of autumn AD 44 or potentially early in the year AD 45), but also the earliest evidence for the import of millet and, probably after Silchester, the earliest for coriander and celery (based on the examinations by Professor Mark Robinson). It is also probable that written documents are preserved in ditches or wells, as we know that there would have been a large number of them in an early Roman fortress, even if it is impossible to predict how many or few of them may have been deposited in the surviving waterlogged deposits and where.</p> <p>We would thus hope that a thorough investigation will be carried out as to what impact the various routes of the proposed bypass could have on the water table, as any drainage ditches, culverts (as proposed) or causeways are likely to have an effect on the water table. If this has not happened to date, then the development should be put on hold until there is detailed expert assessment, as heritage of national and global importance, such as the earliest evidence of the import of plans or even the earliest written documents</p>	<p>Noted.</p> <p>As part of the subsequent design stages, further assessments will be conducted to assess the potential impacts on both the setting of the scheduled monument and the significance of any surviving below ground archaeological deposits to the level required by Historic England. Any required archaeological works to mitigate the impact of the proposed scheme will be incorporated into the final design.</p>

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	from the British Isles might vanish without anybody ever knowing.	
Bicester Town Council	<p>Bicester Town Council feels that there is undue haste in trying to decide on the route of a perimeter road. There needs to be more joined up thinking taking place. None of the routes proposed will sol[v]e the issues in the long term.</p> <p>There is concern that the 'boulevard' approach to these 'relief' roads, ie especially where this proposed route joins up with the proposals at Wretchwick Green in not a solution.</p> <p>A more comprehensive view needs to be taken. This seems to be a 'yesterday' solution to tomorrow's problems. There are concerns about how this road connectivity will effect the recent influx of applications for B8 storage and distribution centres along the periphery of Bicester, encouraging large distribution vehicle movements through residential areas.</p> <p>There appears to be no connectivity on a strategic level for the growth of Bicester.</p>	Noted.
<div>Page 35</div> Banbury Ornithological Society (BOS) [1]	<p>I would like to see the Bicester Wetland Reserve local wildlife site protected from the impact of the new road, if it goes ahead. Though relatively small, the nature reserve supports a rich variety of wildlife and is an important site for wintering wildfowl and wading birds, as well as many breeding birds including kingfishers.</p> <p>The Banbury Ornithological Society has done an amazing job creating this wetland haven over the past fifteen years. The nature reserve is also much valued by local members of BOS who carry out wildlife surveys including ringing studies. Unusual birds are seen quite regularly and attract more people from across Oxfordshire and beyond. This reserve is a real asset for Bicester and provides valuable Ecosystem Services. The natural asset value of the site must also be considerable.</p> <p>In the Cherwell Local Plan there is policy to buffer the nature reserve from proposed Bicester 10 development to the west. Should the road go ahead on option 2 we would advocate further measures to buffer the wetland habitats and deliver a net gain in biodiversity.</p> <p>If Option one is selected, the wetland reserve will be largely destroyed and it will be very hard to replace as the specific site conditions that make the site so good for birds are not easy to re-create.</p> <p>I believe the preliminary ecological appraisal has been thorough for the</p>	Noted.

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<p>Page 36</p>	<p>current stage in the planning process and we support the finding in Table 3.1 that the impact of the road on green infrastructure and habitats is very significant and unlikely to be mitigated.</p> <p>I think the ability to create similar wetland habitats in the local area is very constrained by availability of suitable land with the right hydrological conditions. It should also be recognised that new wetland habitats take many years to become fully functioning as potential compensation.</p> <p>For all these reasons I strongly object to Option 1. It was unfortunate the BOS did not hear about these proposals and the potentially huge impact on our nature reserve until the consultation process went public. It is not a great way to find out that one of our key nature reserves is facing a very real threat. We would like to see more open dialogue with ourselves.</p> <p>I do not think Option 1 sits at all well with the Garden Town status of Bicester, nor with the Ecotown. Destruction of valuable wildlife habitats is very much a last resort and in this case an alternative option is available.</p> <p>BOS would like the opportunity to meet with the team working on this proposal to discuss the impact on our nature reserve and raise our concerns face to face.</p>	
<p>Banbury Ornithological Society (BOS) [2]</p>	<p>Banbury Ornithological Society and Thames Water have invested considerable time and funds in establishing Bicester Wetland Reserve. This reserve is now an important haven for wildlife- primarily for wildfowl and waders. Route Options 1a &amp; 1b would damage forever this important wetland and spoil the quiet ambience enjoyed by so many visitors. In conservation size is important. A road crossing the wetland will greatly reduce the size of the site and its attractiveness for wildlife. To damage this local wildlife gem and valuable local amenity would be very short sighted bearing in mind the planned expansion of the town.</p>	<p>Noted.</p>
<p>Buckinghamshire County Council</p>	<p>From what is on display, we do not think that the changes will significantly affect us so we do not have any comment at this stage of the project.</p>	<p>Noted.</p>
<p>Cherwell DC</p>	<p>Thank you for the opportunity to comment on the Bicester South East link road options consultation. We welcome the steps which the County Council has taken to progress this Local Transport Plan scheme and provide officers' comments as follows:</p> <p><b>1. Preferred option</b></p>	<p>Noted.</p>

We have considered the consultation's evidence and on balance, we support Option 2 (Southern alignment) due to its use of existing infrastructure (recently constructed rail bridge over Network Rail mainline) and the likely lesser negative impact of this route on:

- Bicester Wetland Reserve (Local Wildlife Site); and
- Cherwell Local Plan Part 1 allocated sites, specifically the nationally significant Bicester 2: Graven Hill and Bicester 10: Bicester Gateway, as from an initial assessment it is clear that the route and bridge works of the suggested Option 1a and 1b, together with associated bunding that would be required, will significantly reduce the allocated site area for housing on the UK's largest self-build site (Graven Hill), as well as having a substantial impact on the amenity value of the site, together with the loss of part of a high-value employment use (Bicester Gateway). These options may also substantially harm the viability of both sites, which will undermine the overall development of Bicester as set out in the adopted Local Plan.

For the same reason, we do not support Options 1a or 1b.

We acknowledge the challenges and potential impacts of both options that have been proposed and recommend the need for further engagement with relevant authorities before determining a final option as indicated in the background evidence.

In addition, I attach information from CDC Community Services colleagues on the Bicester Wetland Reserve and nature conservation aspects of the 2 options which we hope will help inform your post consultation analysis of options or prompt further direct discussion with the county ecologist.

One question we have is whether all interested parties have actually been consulted on these options? You will be aware that in addition to consulting CDC as Local Planning Authority for the District as a whole, the Council has established an arms-length company to take forwards the development of the Graven Hill site, which as a potentially impacted land owner should be directly consulted.

## **2. Process**

We expect providers to identify the infrastructure required to support identified growth and to set plans and programmes for their delivery. Oxfordshire

County Council (OCC) provided transport evidence supporting the Local Plan Part 1 at Examination and a Statement of Common Ground was prepared in support of Local Plan Part 1.

This consultation addresses Local Transport Plan Policy BIC1 which proposes investigating options for a South East Perimeter Road and acknowledges that the 2 route options *'need fully assessing and taking through a public consultation and decision process'*. Background evidence supporting the consultation assesses options within the context of the LTP4 SEA framework, though we note that options 1a and 1b materially damage allocated sites that are critical for the adopted Cherwell Local Plan.

National Planning Policy Framework requires local planning authorities to identify and protect sites and routes which could be critical to transport infrastructure where there is robust evidence. Following Oxfordshire County Council's determination of a route option which supports full delivery of the adopted Local Plan, CDC will consider whether to safeguard its preferred route as part of the Local Plan Part 2 process.

### **3. Next steps**

Cherwell intends to consult on Local Plan Part 2 issues early in 2016; this will be followed by a further consultation later in the year and trust that a route option can inform this latter Local Plan stage that helps positively deliver the sites allocated in the adopted Local Plan in full.

Cherwell's Infrastructure Delivery Plan (IDP) identifies Highways Capacity improvements to peripheral routes at Bicester and it is in the process of being updated including this options consultation.

We acknowledge the consultation material refers to the potential new junction south of junction 9 on the M40 and its impact being unknown at this stage. As the modelling of this proposal progresses, OCC engagement with CDC's Bicester Delivery Team will be required to address the impact of this potential new junction on the SE Relief Road options as indicated in LTP4; we note that this proposal also sits within the area of consideration for the study for the Oxford-Cambridge Expressway which DfT/Highways England have now commenced. As part of its next steps, OCC should consider the implications of this emerging scheme on the SE Perimeter Road proposals.

As noted at the last OCC/CDC liaison meeting, it will be helpful to discuss the intended timetable for the next stage of Local Plan Part 2 and that for the process to reach a route option. We will be in a position to provide timeframes



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	with greater certainty once the consultation in the New Year is underway.	
Chesterton Parish Council	<p>Neither route is acceptable - the southern alignment will increase access to Little Chesterton and increase the existing rat run through Wendlebury whilst the northern alignment will bring yet more traffic into the Vendee Drive roundabout from the Graven Hill direction - crossing this from the Wyevale direction onto Vendee Drive is precarious to say the least before the P&amp;R is open! The impact of the P&amp;R does not seem to have entered the planning process.</p> <p>Open and full discussion with parishes effected, especially Wendlebury and Chesterton. The first we heard of these meetings was from the chair of Wendlebury PC.</p> <p>There were still unanswered questions following the consultation such as the nature of the roundabout on the A41 for the southern alignment and its possible impact upon Little Chesterton where the single track road already sustains far too much through traffic to link with the A4095 in Chesterton.</p>	<p>If one of the northern alignments becomes the preferred route option, transport modelling and detailed engineering work would be conducted at the subsequent design stages in order to determine the exact design requirements of the junction. This would include the impact of the park and ride.</p> <p>When the project is progressed, further modelling and assessment of the impact of the proposed scheme on the surrounding road network will be undertaken. Any impacts resulting from the scheme identified as requiring mitigation will be incorporated into the final scheme design.</p> <p>The clerks of the following Parish Councils were contacted directly by OCC in advance of the public exhibitions taking place (by email on 4<sup>th</sup> November), to raise awareness of the consultation: Ambrosden, Arncott, Blackthorn, Chesterton, Launton and Merton. Wendlebury PC and Bicester Town Council were also contacted, and OCC officers attended an 'All Parishes Meeting' in November 2015.</p>
Page 39	<p>A summary of my points:</p> <ul style="list-style-type: none"> <li>Options 1a and 1b are better than option 2. Options 1a/b are considerably cheaper than option 2, provide for a better bridge (width) and a better link with Vendee Road - so probably reducing rat running via Bicester Village.</li> <li>The new road will not be pleasant to cycle on (width not generous, 40 mph limit probably ignored due to bigger/faster roads at each end (A41)).</li> <li>The 2m footway should be a cycle/pedestrian route on each side of the road.</li> <li>Where the Wendlebury - Bicester Avenue retail park - Bicester minor road crosses the proposed SE link road, better crossings across the link road for cyclists/pedestrians need providing. Better to use (for cyclists/pedestrians only) the stopped up sections of minor road and provide signalled crossings (or, at a minimum traffic island refuges) to cross the road. This will help promote Wendlebury - Bicester walking/cycling, which is only about 4 km.</li> <li>Where the proposed link road meets the A41 near Ambrosden. The roundabout option is unacceptable - on the plans (fig 8.3 in the environmental assessment document) no provision for cyclists/pedestrians is shown. The other 2 options (fig 8.4, 8.5 - look the same to me) have signalled crossings provided. This is a must to promote active travel between Ambrosden and Bicester (about 4 Km). Toucan crossings should be provided, not simply pedestrian crossings.</li> </ul>	<p>Whilst the cost of options 1a and 1b has been estimated to be less than option 2, this estimation includes construction costs only. It does not include: relocating/ removing utilities; land acquisition; management; design; planning/ environmental detailed assessment; risk allowance; mitigation etc. Therefore, these costs must be used with caution when considering the pros and cons of any of these route options.</p> <p>It is intended that the 2m footway referred to in the report entitled: <i>Preliminary ecological appraisal, planning advice and engineering feasibility for the South East Perimeter Road, Bicester</i>, will be a shared use footway and cycle-way.</p> <p>These are engineering feasibility drawings only, and are not indicative of all that would be included in the final design.</p>

	<p><b>General points</b>  Option 1a and 1b is better, it meets the A41 near Wendlebury at the roundabout with Vendee Road perimeter road. Options 1a/1b have a more direct link to Vendee Road than does option 2. Thus options 1a/1b make the new SE perimeter road more convenient to drive for east - west motor traffic... while not liking this myself, it may well reduce rat running via south Bicester/Bicester Village area, so hopefully making that area better for cycling.</p> <p>The proposed SE perimeter road is to be 40 mph. but with existing wider/faster roads at each end (so sticking to 40 mph doubtful...), so probably not pleasant to ride on as it is not an overly generous road width wise, thus I would suggest "2m footway" each side to be upgraded to some form of (wider) cycle + pedestrian facility each side (having a cycle track each side helps avoid oncoming car headlamp dazzle in winter).</p> <p>Option 1a/1b is cheaper than option 2, for essentially the same road (and the more expensive option 2 has a narrower bridge over the river/railway).</p> <p><b>Option 1a/1b - Fig 8.1</b>  The existing road will have a staggered junction with the new perimeter road, with the old road alignment stopped off. Suggest keep the old road open for cycling/walking, then provide a crossing for cyclists/pedestrian (traffic islands as a minimum, signalled crossing as a better option). This will ensure a better cycling/walking link between Wendlebury and Bicester (approx 4km centre to centre).</p> <p><b>Option 2 - Fig 8.2</b>  The existing road has a cross roads with the new perimeter road but with the existing road realigned to the east, with the old road alignment stopped off. Suggest keep the old road open for cycling, then provide a crossing for cyclists/pedestrian (traffic islands as a minimum, signalled crossing as a better option). This will ensure a better cycling/walking link between Wendlebury and Bicester (approx 4km centre to centre).</p> <p>Bridge over the railway.  Option 2 uses an existing new road bridge of 14m width (not 15m as per the rest of the road), plus the approach embankment (which require piles in the ground) will need to be lengthened/widened to allow for the 40mph limit (the existing bridge is built (I guess) to 30 mph for the existing minor road. Thus cyclists probably get the short end of the straw re width restriction.</p> <p>Options for junction lay out where the SE perimeter road meets the A41 near</p>	<p>Modelling work has been conducted that suggests that option 2 is likely to be more convenient for journeys east to west, as this avoids the Vendee Drive and A41/B4030 roundabouts.</p> <p>Noted. The issues raised will be addressed at the detailed design stages.</p> <p>See comment re: cost above at first point made by CTC.</p> <p>Noted.</p>
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	<p>Ambrosden (just E of Bicester).</p> <p><b>Fig 8.3</b> This is the roundabout option. No cycle/pedestrian crossing provision shown on the plan. This thus severs the existing shared use pedestrian/cycle track from the Ambrosden turn off to the edge of Bicester. Thus impeding cycle/pedestrian journeys between Ambrosden and Bicester (approx 4km centre to centre).</p> <p><b>Fig 8.4/8.5</b> (from what I can see, these are the same plans). This is for a signalised junction, with signalised crossings of the new perimeter road, and across the existing A41. Looking at the rather slender islands (you cross both roads in 2 separate crossings), I would say these are designed as pedestrian crossings only, and need to have the central islands widened to better accommodate cyclists, as well as making them a toucan crossing, after all, they are building the crossings from scratch, so cost implications are minimal.</p>	
<p>Graven Hill Village Development Company</p> <p>Page 41</p>	<p>3. What are your reasons for your route option preference?</p> <p>The section entitled 'Overview of Options' states that the alignment of the 'safeguarded section' of the Perimeter Road is 'less flexible' because 'this needs to fit in with the Graven Hill development; however both Options 1a and 1b will have a significantly detrimental effect on the Graven Hill development: a major housing-led, mixed use scheme providing up to 1900 homes.</p> <p>Registered in October 2011, the Graven Hill application was granted outline planning permission in August 2014. This permission included an indicative masterplan that showed proposed housing development along a 'safeguarded' section of the route for a proposed perimeter/peripheral road. As such OCC has had knowledge and sight of these development proposals for at least four years, but has never raised the potential for a South East Perimeter Road alignment through any additional areas of the site with the developer. Therefore it is apparent that originally OCC had no intention to extend the line of the perimeter road further through the site of the Graven Hill development as shown on Option 1b; had there been, OCC would have included this in its 'safeguarded route' and raised it as part of its discussions on the 2011 outline planning application and required its 'safeguarding' as an implicit part of the decision to grant planning permission.</p> <p>Development is due to commence on the Graven Hill strategic housing site in 2016. Raising the prospect of the perimeter road being extended within the site at such a late stage, and without any prior discussion with the Graven Hill Development Company, serves only to undermine this major proposal and gravely jeopardises its success.</p> <p>Since the outline planning permission was granted, the masterplan has been</p>	Noted.

further refined, amended and subsequently approved as part of the discharge of conditions prior to development commencing. The effect of Route Option 1b on the proposed development, shown on the attached plan, is to:

- i. Sever proposed housing on land to the west of the proposed road. Option 1b would cut across three residential streets, as indicated on the approved masterplan, rendering this housing enclave disconnected, inaccessible and an unappealing place to live.
- ii. Theoretically it could be possible to reconnect this area of proposed housing back into the main development of Graven Hill using bridges/tunnels across/under the proposed routing. However the costs in terms of design work, land take and construction will threaten the viability of the Graven Hill scheme.
- iii. Reducing not only the amount of green infrastructure available to future residents but also affecting its attractiveness and usefulness and severing connections to it.
- iv. Development to the east of the proposed road will have to be set back to allow for the construction of a noise bund and other works in order to protect the amenities of future residents from the road.

As a consequence a number of houses will need to be removed – approximately 75 units on land to the west of the road or under the road in part or whole, along with perhaps another 50 units to the east of the road. The total number of plots lost as a result of the proposals would therefore be at least 125 units.

Furthermore OCC have secured significant financial contributions towards physical and social infrastructure as part of the grant of outline planning permission for Graven Hill on the basis of a certain level of development. For OCC to now seek to reduce that amount of development in order to facilitate this road alignment without a corresponding reduction in developer contributions factoring in reducing viability is unreasonable.

Whilst Option 1a is not proposed to be directly routed through the Graven Hill development, the proximity of the road close to proposed homes would have a fundamentally affect the amenities of those residents by reason of noise, disturbance and visual intrusion. Furthermore depending on the nature and design of the road – whether it's single or dual carriageway, speed limit etc. – there could be potential air quality implications affecting future residents of those homes. As with Option 1b this route could have a detrimental impact on the liveability and attractiveness of this part of Graven Hill, resulting in a loss of dwellings near the road alignment, reduced plot values, and additional costs in respect of measures to reduce noise within properties and their gardens.

	<p><b>4. Are there any other factors not mentioned in the consultation materials that you think should be included in the decision making process?</b> The consultation ignores the effect of Options 1a and 1b upon housing provision in Bicester both in terms of numbers of units and the overall viability of the approved Graven Hill scheme. This is particularly important given that the developer, the Graven Hill Development Company is promoting the majority of housing for self build, forming the largest self build development in England.</p> <p><b>5. Are there any other comments you would like to make in response to this consultation?</b> Graven Hill Village Development Company is surprised that it was not consulted on the proposed routes prior to the consultation process given its land holding and that OCC were a consultee of the Graven Hill masterplan.</p>	
<p>Highways England</p> <p>Page 43</p>	<p>Thank you for inviting comments on the Options for a South East Perimeter Road for Bicester Public Consultation.</p> <p>Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In the case of Bicester this relates to the M40 and A34.</p> <p>It is noted that feedback from the consultation will inform decisions on the preferred route for a new link road alignment to be incorporated into Cherwell's Local Plan Part 2.</p> <p>We have no comments at this stage, however we look forward to further engagement as proposals are developed to consider any potential impacts to the safe and efficient operation of the SRN.</p>	Noted.
Historic England	<p>Thank you for your email to the Inspector of Ancient Monuments, Chris Welch, dated 10th November 2015, inviting us to comment on the route options. We also met with you to discuss the route options on the 15th November.</p> <p>At the meeting you informed us that a study of the impact of the route options had been commissioned but did not at that time include impact on heritage assets. As we said at the meeting, it is very important that a study of all routes being considered is carried out, and that such a study considers in</p>	As part of the subsequent design stages, further assessments will be conducted to assess the potential impacts on both the setting of the

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<p>Page 44</p>	<p>detail the significance of the heritage assets that will or may be impacted, including impact on the setting of those assets. The possible present of archaeological remains which are of equivalent significance to the scheduled remains also requires detailed consideration and may require further field investigation. With this in mind, the comments given below must be considered as preliminary until an appropriate level of information is available.</p> <p>Both the northern (1) and southern (2) options run close to the scheduled monument known as Alchester Roman Town and are therefore likely to cause some harm to the significance of the monument through impact on its setting. From the point of view of preservation of the setting therefore, neither route is desirable. The northern option is more distant from the scheduled monument and on the information currently available this would appear to be preferable, based on our limited understanding of the impact of the proposals.</p> <p>Two options, 1a and 1b are shown for the northern route. Option 1b is further from the scheduled monument than 1a, and could therefore have less impact on the scheduled monument, through impact on setting, but this will depend on many factors which are not yet understood, particularly elevation of sections of the route, bridges and screening.</p>	<p>scheduled monument and the significance of any surviving below ground archaeological deposits to the level required by Historic England. This assessment will then inform subsequent design stages. Any required archaeological works to mitigate the impact of the proposed scheme will be incorporated into the final design.</p>
<p>Ministry Of Defence</p>	<p>As you are aware, land for a South West Perimeter Road was safeguarded as part of application reference 11/01494/OUT which dealt with the redevelopment of MOD D and E Sites at Graven Hill and a Fulfilment Centre at C Site.</p> <p>Subsequent to outline permission being granted, MOD disposed of D and E Sites to Cherwell District Council. I attach a plan showing the areas disposed of outlined in red. Please note that the area of MOD Bicester in white is still MOD land which ultimately belongs to the Crown. St David's Barracks occupies this site.</p> <p>During the negotiations to safeguard land for a Perimeter Road, DIO were clear that any continuation of the road must not pass within the land retained within MOD ownership. It is with surprise that I note Option 1b shows a route across our land.</p> <p>MOD hereby object to Option 1b and would not allow construction of such a route. Please note that Compulsory Purchase measures do not apply to Crown land.</p> <p>Options 1A and 2 also seem to pass over a small section of MOD land. During negotiations to safeguard a route for a future Perimeter Road, plans</p>	<p>Noted.</p>

	<p>were produced, and agreed, that included a traffic island, from which an arm would be constructed for the continuation of the Perimeter Road out of the site, and an arm would be constructed, as part of those works, for MOD traffic, including heavy vehicles, to access St David's Barracks. None of the options appear to show a traffic island. It is clear that further negotiation is required to agree a route for any future road, if it is to cross MOD land, and to ensure that access arrangements to St David's Barracks is acceptable to MOD.</p>	
<p>Natural England</p> <p>Page 45</p>	<p>Thank you for your consultation on the above dated 04 November 2015 which was received by Natural England on 04 November 2015.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p><b>The Wildlife and Countryside Act 1981 (as amended)</b>  <b>The Conservation of Habitats and Species Regulations 2010 (as amended)</b>          Natural England's comments in relation to this application are provided in the following sections.</p> <p><b>Statutory nature conservation sites – no objection</b>          Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.</p> <p><b>Protected species</b>          We have not assessed this application and associated documents for impacts on protected species.</p> <p>Natural England has published Standing Advice on protected species.</p> <p>You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.</p> <p>The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.</p>	<p>Noted.</p>

Page 46	<p>If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at <a href="mailto:consultations@naturalengland.org.uk">consultations@naturalengland.org.uk</a>.</p> <p><b>Local sites</b> If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.</p> <p><b>Sites of Special Scientific Interest Impact Risk Zones</b> The Town and Country Planning (Development Management Procedure) (England) Order 2015, which came into force on 15 April 2015, has removed the requirement to consult Natural England on notified consultation zones within 2 km of a Site of Special Scientific Interest (Schedule 5, v (ii) of the 2010 DMPO). The requirement to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" remains in place (Schedule 4, w). Natural England's SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the <a href="http://data.gov.uk">data.gov.uk</a> website.</p>	
Royal Society for the Protection of Birds (RSPB)	<p>The RSPB would object to either of the northern alignments being chosen as the preferred option, for reasons relating to impacts on nature conservation. From a nature conservation point of view we have selected option 2 as our "preferred" option because this would be the least damaging option. However, we must record that our disappointment that the consultation does not allow us to record a preference for no new road construction.</p> <p>As the ecological assessment confirms, we believe that option 1a or 1b would have a massive and irreversible impact on Bicester Wetland Reserve. This reserve is managed by the Banbury Ornithological Society and is designated as a Local Wildlife Site. BOS' records of species on the reserve show that it is unarguably a site of County importance for birds in every season - breeding, wintering and passage.</p> <p>The effects of building options 1a or 1b across the reserve would be essentially catastrophic for the locally important wildlife found there. The new road would split the wetland into two small parts. The raised road level would be a significant obstacle to movement of all species associated with the</p>	Noted.



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	<p>reserve: even birds may be less likely to move freely between the remnant fragments and at high risk of collision with vehicles if they did.</p> <p>The remaining fragments of the site would probably have to be managed separately: continuing the current grazing by cattle would probably become less viable even if animals could still move freely underneath the roadway. Any scope for people to enjoy visiting the site would essentially disappear given the road noise and visual obtrusiveness that would result. Dealing with contaminated runoff from the road surface can be done, but the mitigation works themselves (soakaways, balancing and filtration ponds, etc) also take up space and require significant engineering activity likely to impact further on the semi-natural wetland areas.</p>	
Thames Water	<p>Thames Water have concerns regarding the potential impact of the project on our assets. It is recommended as the scope of the project develops, that the developer contacts us to discuss the scheme in more detail to understand any protection or diversionary works that may be required.</p>	Noted.
Wates and Redrow	<p>This letter has been prepared in response to the consultation by Oxfordshire County Council on options for a South East Perimeter Road for Bicester. We write on behalf of our clients, Wates Development Ltd and Redrow Homes.</p> <p>Wates Developments and Redrow Homes are promoting the Wretchwick Green development, which forms the majority of the Policy Bicester 12 allocation in Cherwell District Council's Local Plan. The development proposals consist of the erection of up to 1,500 dwellings, up to 24ha of employment land for B1 and B8 uses, a local centre with retail and community use to include A1 and/ or A2 and/ or A3 and/ or A4 and/ or A5 and/ or D1 and/ or D2 and/ or B1 and/ or uses considered as sui generis, up to a 3 Form Entry Primary School, drainage works including engineering operations to re-profile the land and primary access points from the A41 and A4421 with other associated vehicular, pedestrian and cycle access; related highway works; car parking; public open space and green infrastructure and sustainable drainage systems.</p> <p>The South East Perimeter Road is being promoted by Oxfordshire County Council to support employment and housing growth in Bicester. Our clients support the principle of the South East Perimeter Road for Bicester.</p> <p>The consultation relates to the western section of the South East Perimeter Road and in particular, two potential route options which connect the A41 Oxford Road to Graven Hill. It is noted that the route through Graven Hill which subsequently joins the A41 Aylesbury Road is shown to be common in either route option and follows a route that has been 'safeguarded' as part of</p>	Noted.

the Graven Hill development.

The consultation identifies the benefits of the South East Perimeter Road in delivering additional highway capacity needed to manage forecast congestion problems that would otherwise occur over the Plan period to 2031. Our clients are supportive of the need to ensure that appropriate highway capacity is delivered across Bicester, to accommodate the Local Plan proposals. Our clients are also supportive of the principle of prioritising walking and cycling trips through central Bicester, with subsequent reductions in vehicular traffic movements.

Whilst the consultation focuses upon the potential route alignments for the western section of the Road, the full capacity benefits will only be realised if the full South East Perimeter Road – that is, including the section through Graven Hill and connecting into the A41 Aylesbury Road – is developed with appropriate junction connections to the existing highway network, at either end of the route.

Whilst not part of the current consultation proposals, we consider that it is essential that the proposed South East Perimeter Road connections onto the A41 are designed to accommodate the traffic levels forecast at 2031, the end of the Plan period, such that the congestion relief benefits of the road are achieved.

We also consider that these connections should be designed to complement and not prejudice the delivery of the much needed housing and employment growth proposed at Wretchwick Green.

As part of the forthcoming outline application proposals for Wretchwick Green, a link road is proposed through the Wretchwick Green site between the A41 Aylesbury Road and the A4421 Wretchwick Way. This link road will offer a dual function – serving the local development access needs and also performing a wider strategic function, acting as an extension to the South East Perimeter Road and an enhancement to the eastern peripheral routes. This link road is a key component of Policy Bicester 12 and will assist in reducing traffic within the town centre and central core, which align with the benefits of the South East Perimeter Road.

The proposed Wretchwick Green link road will connect into the A41 Aylesbury Road at the same point that the South East Perimeter Road joins the A41 – this is indicated on the plan included within the consultation material. It is therefore essential that any proposed connection between the Perimeter Road and the A41 Aylesbury Road should be designed to complement the emerging

The exact design of the junctions will be examined in the detailed

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	<p>masterplan proposals for Wretchwick Green in addition to the wider Perimeter Road requirements to ensure that the additional benefits afforded by the (Wretchwick Green) link road extension can be achieved.</p> <p>The consultation does not set out full details of the proposed scale of the South East Perimeter Road. We consider that this route should be designed to balance the requirements for an alternative strategic route around the eastern side of the town, whilst respecting the character of the onward connection through the Wretchwick Green development, where the route will pass through the centre of this proposed mixed-use sustainable extension to the town. Confirmation that the route will be a single carriageway link, with appropriate footway and cycleway connections is therefore sought at this stage.</p> <p>Our clients are supportive of the emerging proposals for the South East Perimeter Road and would welcome the opportunity for continued engagement with Oxfordshire County Council during the design of the South East Perimeter Road.</p>	<p>design stages.</p> <p>It is intended that the proposed road will be single carriageway and the scheme will incorporate a shared use footway and cycle-way.</p>
<p>Wendlebury Parish Council</p>	<p>This paper represents the formal response of Wendlebury Parish Council to the consultation exercise. The PC are also grateful for the opportunity of discussing issues of concern and to help facilitate the public exhibition held on the 12 November 2015 in Wendlebury to raise awareness of the 2 options. The high turnout at the exhibition by the local community, reflected in the strong opposition to the proposals and in particular to option 2 should serve to demonstrate the level of feelings held here.</p> <p>Our response is directly related to the issues raised with us in the community.</p> <p>Although the PC recognises that increased highway capacity on the peripheral routes to make Bicester attractive to employment and longer distance traffic and thereby reduce the strain on the town centre and central corridor is not in dispute, but the PC is of the view that the consultation process is flawed on the following grounds:-</p> <ol style="list-style-type: none"> <li>1. No weight is given to the impact of any of the options on the Wendlebury community</li> <li>2. Modelling techniques produced by consultants claim that peripheral routes may not solve the problem</li> <li>3. Does not take into account wider and overlapping transport strategies, for example the recently secured £19 m to fund Bicester Garden Town that</li> </ol>	<p>Oxfordshire County Council will seek to safeguard the preferred route for the South East Perimeter Road in Cherwell Local Plan Part Two but would not be progressing the scheme until later in the Plan period. This will therefore allow assessment work to be progressed on the feasibility of a new junction on the M40. Thus, the junction's impact on the exact requirements and subsequent design of the perimeter road will be taken into consideration.</p> <p>The South East Perimeter Road forms part of the Bicester Area Strategy, which is detailed in Connecting Oxfordshire: Local Transport Plan 2015-2031; the Perimeter Road forms a section of the 'peripheral routes' around Bicester. It is not intended that the peripheral routes would in isolation solve the transport issues in Bicester, but rather would form part of a strategic approach to mitigating the impact of the growth proposed for the town over the Plan period.</p> <p><b>Noise:</b> Impacts of route options in terms of noise and air quality, were included in Section 6 of the <i>Strategic Route Corridor Options: Initial Sifting Report</i> available here: <a href="http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf">http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf</a></p> <p>Table 8 provides a summary of the houses affected by noise; note that Route Option 2 (route nearest to Wendlebury) is represented by Option</p>

	<p>includes transport infrastructure although some of these are mentioned in the Oxfordshire County Council LTP4</p> <p><b>The impact on the Wendlebury Community</b>  Wendlebury is a small village of circa 185 households some 3 miles west of Bicester. We are a vibrant community and do everything we can to try and maintain our rural position. We are a vibrant and happy community and cherish the things that enable us to hold on to our rural way of life, no pavements, street lighting etc. We accept that we suffer from noise pollution from the M40 and A41 but recognise that the convenience of our location is a strong counterbalance to this issue. Notwithstanding this we are 'boxed' in by the M40 to the West, A41 to the North, the Chiltern Railway line to the South. We also suffer from frequent flooding to a number of properties in the village due to run off from the A41 and surrounding fields and the way a number of water courses feed through the main street. A new road Option 2 in the plan, option 3 in the White Young Green report will have an adverse impact on this community.</p> <p>None of the 3 options in the proposals seek to improve the "rat running" through the village on a daily basis, and this could be [ex]acerbated by traffic backing up on these peripheral routes cutting through the village. There is no evidence to suggest that phase 2 improvements at Junction 9 have improved the situation.</p> <p>The Rural Landscape and location is important for this community. Local Plan Policy ESD 13 states that proposals will not be permitted if there is impact on areas of tranquillity, harm the setting of settlements.</p> <p>LTP4 covers 3 main themes: supporting growth and economic vitality, cutting carbon and improving quality of life with specific objectives under each theme: This includes "Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment."</p> <p>The PC is of the view that the proposals are promoted within the narrow confines of transport issues in respect of Bicester, without looking at the wider implications. How does this fit in with the objective to "enable walking and cycling to take priority in central Bicester"? when the proposals will further reduce walking opportunities in this parish. We can only conclude that Wendlebury is being used as sacrificial lamb to the alleged greater good of Bicester.</p> <p><b>Using modelling techniques by consultants</b>  WYG in para 5.11 of their report states "that although the peripheral route</p>	<p>3 in the <i>Sifting Report</i>, whilst Route 1 is represented by Option 2C. Maps are provided here:  <a href="http://www.cherwell.gov.uk/media/pdf/3/o/Bicester_Movement_Study_February_2013_Part_3_of_4.pdf">http://www.cherwell.gov.uk/media/pdf/3/o/Bicester_Movement_Study_February_2013_Part_3_of_4.pdf</a>)</p> <p>The noise and air quality impacts of traffic will be further assessed in the subsequent design stages and any necessary mitigation measures will be incorporated into the final design of the scheme.</p> <p><b>Walking and cycling:</b> By providing greater capacity on Bicester's peripheral routes, this will reduce vehicular movements in Bicester's central corridor, thus enabling improvements to promote cycling and walking to be made. The challenge of walking and cycling links from Wendlebury, and particularly those associated with crossing the A41 are acknowledged (including access to bus stops on the A41); an initial approach for grant funding has been explored by OCC for this facility.</p> <p><b>Traffic through Wendlebury:</b> Whilst modelling has already been undertaken, when the preferred option is progressed through the design stages the impact of the proposed scheme on the surrounding road network will be further modelled in detail and assessed. Any impacts resulting from the scheme identified as requiring mitigation will be incorporated into the final scheme design. In the case of option 2, this could potentially include designing the junctions between the Wendlebury Road and the proposed perimeter road in such a way that traffic is deterred from using the Wendlebury Road.</p> <p><b>Flooding:</b> To address your concerns about the impact of option 2 on the flood plain; it is recognised that any one of the proposed alignments would require work to mitigate its impact on the flood plain. Additionally, a Flood Risk Assessment (FRA) would be required as part of a planning application submission. Subsequent design stages will be conducted in consultation with the Environment Agency and the necessary mitigation of any impact on the flood plain will be integral to the proposed scheme. The Environment Agency would not approve any proposals that would reduce the capacity of the existing flood plain or that would increase flood risk elsewhere, either upstream or downstream. For further detail on this, see pages 35, 38, and 40 of the '<i>Preliminary ecological appraisal, planning advice and engineering feasibility</i>' report, which can be found here:  <a href="http://www.oxfordshire.gov.uk/PerimeterRoadBicester">www.oxfordshire.gov.uk/PerimeterRoadBicester</a>.</p>
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options help to mitigate some of the congestion caused by the increase in growth, they do not solve all of the problems”.

### 3. Clash of Strategies

Bicester has been awarded Garden Town status by the government, which will provide funding to help with the delivery of homes, jobs and open space as well as transport infrastructure. The proposal for this includes the provision of a new motorway junction to the south of Junction 9, near to Arncott. This needs further investigation to determine its impact and how this could fit within the overall transport strategy in the area, in the context of study work for the proposed Oxford to Cambridge Expressway being led by Highways England. Surely an assessment is needed on how the different strategies are brought together and how the initiatives relate to relevant ones outside the County such as those led by the Highways Agency and adjoining Local Highways Authorities.

At this time to explore peripheral routes around Bicester would be premature until such time as the implications of a new motorway junction near Arncott in terms of its impact on the need for a south east perimeter road, have been completed and a new assessment of the road infrastructure to determine what would be the most sustainable option would be with a new motorway junction in the future. The timescales set out in the briefing paper will allow this to happen.

#### Detailed observations by the PC

The PC do not support either of these options for the reasons given above. However if there is to be agreement for this road to go ahead then we would favour option 1a or 1b.

The literature supplied at the consultation is weighed heavily in favour of option 2 being adopted but we would like to state that none of the rationale for either route mentions actual “people”, the living residents of Wendlebury and surrounding areas.

Option 1 does not affect actual living residents, but mentions “the possibility that kingfishers may be present”. Well we have them in Wendlebury too, in gardens backing on to the stream, they are not rare birds just shy ones.

Option 1 states that traffic noise reduces bird densities – why does that not apply in Option 2 as well. Also how do you think people in Wendlebury will be affected by increased traffic noise?

In the Option 1 ecology section you mention badgers – which are being culled elsewhere, potential bats, potential water voles, potential reptiles, great

crested newts nearby.  
We potentially have all of these in Wendlebury in Option 2 as well!

In the Archaeology section you state the area “may be very rich in archaeology”, “may be of demonstrably of equivalent significance”, “may be considered to be of national significance” None of these are facts.

The one fact quoted is that Option 1 has less of an impact on the setting of the Scheduled Monument than Option 2 so can we take this into consideration more than the “possible” and the “may be” issues.

Option 2 has many disadvantages.

It impacts on the life of the village residents of Wendlebury, a very well regarded village with a strong social life despite being surrounded on three sides by the newly dualled Chiltern Railway, the M40 and the dualled A41. This perimeter road will box it in by providing a physical barrier to the fourth side of the village.

Already our residents including our young and old have difficulty travelling to Oxford and Bicester other than by car or taking their life in their hands by crossing 4 lanes of a dual carriageway on the 70 mile an hour stretch of the A41.

With option 2 they will now have to struggle to get out of the village to even travel to Bicester by car and cycling will prove impossible due to the weight of traffic. Even getting back into the village will be a challenge as we will have to cross the perimeter road.

The increase in traffic so close to the village will increase the noise levels and pollution levels, especially as the trucks brake before joining the A41 and also accelerate to join it. Air quality will certainly be affected adversely.

There will be an increase in rat running through the village as traffic joins the queue on the A41 from the new perimeter road. The drivers will see they can turn into the village to escape the usual build up of traffic approaching the M40 junction. Wendlebury already has rat running and this is in a village without street lights and pavements. Walking in the village will be very difficult with increased car movements and dangerous in the dark.

The PC have some concerns over the flooding we already experience in the village which is due to the run off from the surrounding countryside, and particularly the possible impact of the Graven Hill development which may

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<p>Page 53</p>	<p>cause more of this.</p> <p>We would therefore hope that a thorough investigation has been or will be carried out as to what impact the various routes of the proposed bypass could have on the water table, as any drainage ditches, culverts (as proposed) or causeways are likely to have an effect on the water table.</p> <p>If this has not happened to date, then until consideration of these options the perimeter route should be put on hold until a detailed assessment has been carried out.</p> <p>Option 2 is also a longer route than Option 1 and therefore cuts across more countryside and agricultural land than necessary.</p> <p>The community were told that the new Langford Lane over the new fast track railway on the outskirts of the village was for access to local stables, farms and railway maintenance vehicles. Residents were always sceptical about this, especially when we saw the size of the structure but we were reassured that this was not the basis for a new road. Now it seems we are being proved right and it does make the Council look like it is dealing with our residents in an underhanded way.</p> <p>You wish to “develop a new distributor road to keep local vehicle trips on the periphery of the town” but why does it have to come so close to our village? Are not all residents to be given the same considerations wherever they live?</p> <p>Whilst we do not think either option is a viable or long term solution for the infrastructure of the expanding town of Bicester, we would obviously prefer option 1a or 1b over option 2 as it takes the traffic further away from the populated village of Wendlebury and poses less of an impact on the Scheduled Monument.</p>	
<p>Cllr Catherine Fulljames</p>	<p>Route option 1b is a more direct route around Bicester.</p>	<p>Noted.</p>
<p>Cllr Nicholas Mawer</p>	<p>I think that it is important to move A41 traffic as far away from Bicester as possible to help with flow at the Vendee Road Roundabout. In particular I have concern over Route 1 as it will impact traffic flow to Wye Vale, and Route 1a because of the cumulative affect that the road and the rail will have on one particular local business namely Wendlebury Gate Stables.</p>	<p>Noted.</p>
<p>Cllr Russell Hurle</p>	<p>I didn't see that either of the three routes offered a solution to a problem that has been muted for Bicester since 1945. They all placed the vehicles back on the congested A41.</p>	<p>Noted.</p>

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	<p>You are moving the problem from Bicester to further down the A41. You are not planning for the growth of Bicester in years to come with the increase in the number of vehicles for 12,000 houses in the next 20 to 25 years.</p> <p>The vehicles should be removed from the current A41 before they reach Bicester and provided with a route to a new interchange to the M40, with a slip onto the A34.</p>	
	<b>SUMMARISED COMMENTS FROM COMPLETED QUESTIONNAIRES</b>	<b>OCC RESPONSE</b>
	<b>General - questions and requests</b>	
	What is the impact of each option on the flood plain?	Subsequent design stages will be conducted in consultation with the Environment Agency and the necessary mitigation of any impact on the flood plain will be integral to the proposed scheme.
Page 54	How does this fit into the strategic plan for the area?	<p>This proposal forms part of the Bicester Area Strategy, which is detailed in Connecting Oxfordshire: Local Transport Plan 2015-2031; it is not intended to solve the transport issues in Bicester by itself, but rather forms part of a strategic approach to mitigating the impact of the growth proposed for the town over the plan period.</p> <p>By providing greater capacity on Bicester's peripheral routes, this will reduce vehicular movements in Bicester's central corridor, thus enabling improvements to promote cycling and walking to be made.</p>
	What provision will there be for cyclists?	<p>It is intended that the 2m footway referred to in the report entitled: <i>Preliminary ecological appraisal, planning advice and engineering feasibility for the South East Perimeter Road, Bicester</i>, will be a shared use footway and cycle-way.</p> <p>The exact details of the provision for pedestrians and cyclists at the new or re-designed junctions will be addressed at the detailed design stages.</p>
	What are the implications for and/or impact of Bicester Village traffic?	Modelling has shown that option 2 is likely to be effective in removing a significant amount of medium to long distance traffic from the network before it reaches Bicester. This then reduces pressures on the network around Vendee Drive and A41/B4030 roundabouts, including vehicles accessing Bicester Village.
	What is the impact of the Park and Ride?	As the park and ride is a new facility, its patterns of usage are unknown at this stage. However, transport modelling work will be conducted at the subsequent design stages. As the scheme is unlikely to be progressed for a number of years, it will be possible to assess the usage of the park and ride and incorporate this data into the necessary studies.



	What are the noise impacts of the various options?	<p>Noise considerations were included in sections 6.64 to 6.68 of the <i>Strategic Route Corridor Options: Initial Sifting Report</i> available here: <a href="http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf">http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf</a></p> <p>Table 8 provides a summary of the houses affected by noise; note that Option 2 (route nearest Wendlebury) is represented by Option 3 in the <i>Sifting Report</i>, and Route 1 is represented by Option 2C. Maps provided here: <a href="http://www.cherwell.gov.uk/media/pdf/3/o/Bicester_Movement_Study_February_2013_Part_3_of_4.pdf">http://www.cherwell.gov.uk/media/pdf/3/o/Bicester_Movement_Study_February_2013_Part_3_of_4.pdf</a>)</p> <p>Further detailed noise assessments would be part of the design phase of any preferred route alignment.</p>
Page 55	How would option 2 affect traffic queuing on A41 before junction 9 of M40?	The junction from the south east perimeter road onto the A41 north of Junction 9 will require careful consideration whether it is to replace the minor junction onto the Wendlebury Road as part of option 2 or connect into the Vendee Drive junction. A new route at option 2 would clearly be more attractive than the existing Wendlebury Road route. The modelling for the options appraisal has not shown up particular issues, however, the detailed design phase will need to pick up this point in detail. As far as Junction 9 itself is concerned, traffic flows from the models with/without the link road for M40 J9 have already been passed to Highways England to be assessed and similarly, detailed discussions would be required as any scheme is designed up.
	What is being built elsewhere in Bicester?	The Cherwell Local Plan 2011-2031 provides details of the all the planned growth in Bicester and the district as a whole. LTP4 details the Transport Strategy to support growth in Bicester.
	Will a new road encourage development within the new boundary?	As the local planning authority, decisions on development proposals are the responsibility of Cherwell District Council and will be informed by the Cherwell Local Plan 2011-2031.
	Request for direct discussion with Banbury Ornithological Society?	Noted.
	What will the impact of option 1b on the Graven Hill development?	See Graven Hill Village Development Company's response
	What are the heights of the new bridges?	5.7m clearance has been assumed, with a 2m deck depth . The carriageway is therefore effectively 7.7m higher than existing levels.
	What is meant by flood compensation?	Flood compensation refers to the mitigation measures required to compensate for the loss of flood storage as a result of the scheme i.e. equivalent flood storage will need to be provided.
	How does traffic on the A41 east-west fit in with any of the proposed routes?	A new South East Perimeter Road would offer an alternative strategic

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		route for A41 trips to and from Aylesbury (and beyond), and would also support the increase in demand for west-east movements as people travel between new and existing residential, leisure and retail sites.
	What are the implications of the mixed-use developments in the vicinity of the three options?	The impacts of these developments are best understood (from an individual development perspective) by looking at the Transport Assessment and other documents submitted as part of the individual planning applications. The cumulative impacts of all the Local Plan development in Bicester is detailed in the transport modelling reports referenced on the first page of this Annex.
	What data is available detailing accident data in the area and what are the predicted impacts of these routes?	Oxfordshire County Council has access to the road traffic incident data recorded by Thames Valley Police resulting in personal injury. The predicted impacts of the scheme would be addressed in a road safety audit at the later design stages and safety costs and savings also form part of the overall cost benefit of any scheme that is drawn up.
Page 56	What does transport modelling show of the current patterns - those whose destination is Bicester vs strategic level journeys (Milton Keynes, Buckingham, Aylesbury)?	<p>Travel to work patterns for those working and resident in Bicester is shown in the 2011 journey to work census data reported here:  <a href="http://insight.oxfordshire.gov.uk/cms/system/files/documents/TTW3_settlementsbymode.pdf">http://insight.oxfordshire.gov.uk/cms/system/files/documents/TTW3_settlementsbymode.pdf</a></p> <p><a href="#">Analysis of the trips likely to use a new south east perimeter road indicate that a large proportion of the use would be strategic movements; over 50% would be to/from the M40 or A34 corridor, and at the other end of the link about 50% or just under of trips would be to/from further east on the A41, e.g. Aylesbury.</a></p>
	What are the impacts on existing homes and businesses?	<p>Noise and air quality considerations were included in sections 6.64 to 6.68 of the <i>Strategic Route Corridor Options: Initial Sifting Report</i> available here:  <a href="http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf">http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf</a></p> <p>Table 8 provides a summary of the houses affected by noise; note that Option 2 (route nearest Wendlebury) is represented by Option 3 in the <i>Sifting Report</i>, and Route 1 is represented by Option 2C.</p> <p>A number of farms and a riding stables are impacted by the proposed routes and those affected by the preferred route will be consulted as part of any scheme that is progressed.</p>
	What is the long term plan for transport in Bicester, where are cycle lanes and pedestrian improvements planned?	A number of schemes to improve provision for cyclists and pedestrians are at various stages in the planning process. See the Bicester Area Strategy in Connecting Oxfordshire: Local Transport Plan 2015-2031 for further details.
	Is the process likely to be delayed due to the need for a detailed excavation of Alchester Roman Villa?	Excavations would be undertaken as part of the planning process.

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	Request for direct discussion with effected parishes - specifically Chesterton?	Noted
	When is it envisaged that the road will be built?	In the second half of the Cherwell Local Plan period; 2011-2031.
	Has it been established that this road will improve the traffic situation in Bicester?	Modelling has shown the northern and southern alignment route options to result in reductions to travel time and over capacity queues in the transport network in the Bicester area, with route option 2 providing greater reductions.
	<b>General - concerns</b>	
	Concern raised regarding access for pedestrians and cyclists in and out of Wendlebury	The impact on pedestrian and cycle connectivity between Wendlebury and the surrounding area will be assessed in the subsequent design stages, and any necessary mitigation measures will be incorporated into the final scheme design. OCC also acknowledges the need for a solution to the difficulties for pedestrians crossing the A41 close to Wendlebury to access bus stops.
	Concerns over archaeological impact of all three options	As part of the subsequent design stages, further assessments will be conducted to assess the potential impacts on both the setting of the scheduled monument and the significance of any surviving below ground archaeological deposits to the level required by Historic England. Any required archaeological works to mitigate the impact of the proposed scheme will be incorporated into the final design.
	<b>General - suggestions, issues for consideration</b>	
	Impact on Wendlebury should be included in the considerations	Whilst modelling has already been undertaken, when the preferred option is progressed through the design stages the impact of the proposed scheme on the surrounding road network will be further modelled in detail and assessed. Any impacts resulting from the scheme identified as requiring mitigation will be incorporated into the final scheme design. In the case of option 2, this could potentially include designing the junctions between the Wendlebury Road and the proposed perimeter road in such a way that traffic is deterred from using the Wendlebury Road.
	Careful consideration of the possibility of a new M40 junction must be taken into account	Oxfordshire County Council will seek to safeguard a route for a south east perimeter road in the Cherwell Local Plan Part Two to meet the proposed growth. Assessment work on the feasibility of a new junction on the M40 is to be undertaken shortly and its impact on the exact requirements and subsequent design/ function of the perimeter road needs to be taken into consideration.
	Flood impact and prevention	Subsequent design stages will be conducted in consultation with the Environment Agency and the necessary mitigation of any impact on the flood plain will be integral to the proposed scheme.
	A new M40 junction would be preferable	Oxfordshire County Council will seek to safeguard a route for a south east perimeter road in the Cherwell Local Plan Part Two to meet the proposed growth, Assessment work on the feasibility of a new junction

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		on the M40 is to be undertaken shortly and its impact on the exact requirements and subsequent design/ function of the perimeter road needs to be taken into consideration.
	Would support closure of road through Little Chesterton to access only	Noted.
	A full and independent EIA should be conducted	An EIA would be carried out on the preferred route.
	Careful consideration of the possibility of a new M40 junction must be taken into account - proposed road should link to this and not junction 9	Oxfordshire County Council will seek to safeguard a route for a south east perimeter road in the Cherwell Local Plan Part Two to meet the proposed growth, Assessment work on the feasibility of a new junction on the M40 is to be undertaken shortly and its impact on the exact requirements and subsequent design/ function of the perimeter road needs to be taken into consideration.
	Screening should be provided to mitigate impacts of traffic noise	The noise impact of traffic will be assessed in the subsequent design stages and any mitigation measures deemed necessary will be incorporated into the final design of the scheme.
	Could the road join up with the Ambrosden road and improve the current Ambrosden/A41 junction - this is currently dangerous	Noted.
	The road should be designed to a speed appropriate for its intended use	Noted; the design speed will be appropriate for its use.
Page 58	Suggestion that there should be only one roundabout into Graven Hill	This decision is outside of the scope of this scheme as it forms part of the Graven Hill masterplan.
	Should consider the potential for compensation claims from residents of Graven Hill	Noted.
	None of the routes - suggestion of alignment north of Graven Hill to Vendee Drive roundabout	Alternative options have been explored, and are reported in the <i>Strategic Route Corridor Options: Initial Sifting Report</i> available here: <a href="http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf">http://www.cherwell.gov.uk/media/pdf/9/r/Bicester_Movement_Study_February_2013_Part_2_of_4.pdf</a>
	Detailed assessment of the impact of the three routes on the water table in relation to the preservation of underground archaeological remains	As part of the subsequent design stages, further assessments will be conducted to assess the potential impacts on both the setting of the scheduled monument and the significance of any surviving below ground archaeological deposits to the level required by Historic England. Any required archaeological works to mitigate the impact of the proposed scheme will be incorporated into the final design.
	Preference for option 2 but it is important to consider how to prevent/mitigate traffic impacts on Wendlebury	Whilst modelling has already been undertaken, when the preferred option is progressed through the design stages the impact of the proposed scheme on the surrounding road network will be further modelled in detail and assessed. Any impacts resulting from the scheme identified as requiring mitigation will be incorporated into the final scheme design. In the case of option 2, this could potentially include designing the junctions between the Wendlebury Road and the proposed perimeter road in such a way that traffic is deterred from using the Wendlebury Road
	If option 2 is chosen there should not be another roundabout on the A41 -	The exact details of all the new or re-designed existing junctions will be

CMDE4

	other junction designs should be explored that have less negative impact on traffic flow.	addressed at the detailed design stages. Considerations that will be taken into account include (but are not limited to): traffic flow, road safety, cost, engineering feasibility, land availability etc.
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## **South East Perimeter Road, Bicester**

### **Service and Community Impact Assessment**

Both route options are not considered to have the potential to affect people differently according to their gender, race, disability, religion or belief or sexual orientation.

Both route options would have implications for existing and future local communities in Bicester and the surrounding areas. Route Option 1 would for example, directly impact Wendlebury Gate Stables (Langford Lane) whilst Route Option 2 will impact more significantly than Route Option 1 on the community of Wendlebury.

The M40, A41 and the railway line already impact significantly on Wendlebury, and concerns were raised about the further severing impact of the South East Perimeter Road on the village, particularly Route Option 2.

As part of any further development of a Route Option 2 scheme, work would be undertaken to establish how impacts could be minimised, for example by:

- a. **Facilitating safe crossing of the A41, and junctions with the A41, by pedestrians and cyclists:** The challenge of walking and cycling from Wendlebury into Bicester and crossing the A41, are acknowledged; this includes accessing bus stops on the A41. An initial approach for grant funding has been explored by OCC for this facility.
- b. **Reducing the noise and air quality impacts of the link road.** The noise and air quality impacts of traffic will be further assessed in the subsequent design stages and any necessary mitigation measures will be incorporated into the final design of the scheme. This would also involve assessing impacts in the wider area to identify any additional mitigation required.
- c. **Encouraging through trips for vehicles to use strategic routes rather than routing through Wendlebury:** When the preferred option is progressed through the design stages the impact of the proposed scheme on the surrounding road network will be further modelled in detail and assessed. Any impacts resulting from the scheme identified as requiring mitigation will be incorporated into the final scheme design. In the case of option 2, this could potentially include designing the junctions between the Wendlebury Road and the proposed perimeter road in such a way that traffic is deterred from using the Wendlebury Road.

In terms of future communities, Option 1 impacts directly on Graven Hill.

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Division(s): Deddington
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## **CABINET MEMBER FOR ENVIRONMENT – 17 MARCH 2016**

### **PROPOSED CONTROLLED PEDESTRIAN CROSSING – A4260 OXFORD ROAD, BODICOTE**

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

#### **Introduction**

1. This report presents comments and an objection received in the course of a statutory consultation on a revised proposal to introduce a signal controlled pedestrian crossing on the A4260 Oxford Road near the junction with Broad Gap, Bodicote.

#### **Background**

2. The original proposal – for a crossing south of the Broad Gap junction - was developed during the planning of the Bankside/Longford Park residential development. Officers considered that a puffin crossing would be useful in providing a safe crossing facility for pedestrians travelling between the development and village amenities and the bus stops on Oxford Road. The proposal, which was included as conditions in the planning consent for the development is shown in a schematic plan in Annex 1.
3. Consultation on this proposal was carried out between 12 March and 10 April 2015. Bodicote Parish Council and County Councillor Fatemian, the local member, responded to express the view that existing and future pedestrian crossing demand would be better served by siting the crossing at the location of the existing central refuge just north of the Broad Gap junction. In view of this a decision was taken at the Cabinet Member for Environment Decisions meeting on 21 May 2015 to consult on an alternative location shown at Annex 2.

#### **Consultation on revised proposal**

4. The consultation on the revised proposal took place between 12 November and 11 December 2015 and comprised a notice placed in the local newspaper, notices on site near the proposed crossing and emails to the police, other emergency services, the local County Councillor and Bodicote Parish Council. Letters were also sent to approximately 80 properties and a representative of a developing residents association for Longford Park.
5. Six responses were received, including one objection. All are summarised at Annex 3 (the responses to the consultation on the original proposal are shown at Annex 4).

6. The objection was from a resident of Longford Park who was concerned that the revised proposal was too far from the pedestrian access from the development, which would deter residents walking to the school and other village amenities. The new location might also lead to pedestrians attempting to cross the very busy road, leading to a serious risk of accidents and a crossing closer to the pedestrian access was considered a much safer option.
7. Bodicote Parish Council expressed a strong preference for the revised proposal but raised a query as to whether a signalled crossing was needed at all, given that the refuge provided a safe place to cross.
8. One resident also strongly supported the revised proposal, and another – while not objecting- suggested that signalling the Broad Gap junction and including a pedestrian stage – would be preferable.
9. Thames Valley Police and the Fire and Rescue Service have not objected to the revised proposal.

### **Surveys of current crossing movements**

10. In the light of concerns about the most suitable location for a crossing, surveys were carried out in November and December 2015 during the morning and afternoon school travel times and also the middle of the day in order to assess current pedestrian movements. However, the relatively short duration of the surveys, the time of year they were carried out and the fact that this phase of the Longford Park is not fully occupied need to be taken into account when interpreting the information.
11. The surveys showed a fairly light use of the existing pedestrian refuge, with no pedestrians crossing elsewhere in the vicinity (the latter reflected the high traffic flows - even pedestrians using the refuge were observed on occasions having to wait some time to cross one lane). Of the approximately 30 pedestrians observed crossing in a total of 3 hours.

#### *Pedestrians to / from east side of A4260 north of Longford Park*

- 10 movements between the east side of the A4260 north of the revised crossing and Broad Gap.
- 1 movement between the east side of the A4260 north of the revised crossing and the bus stop just south of Broad Gap.

#### *Pedestrians to / from Longford Park*

- 13 movements between Longford Park and Broad Gap.
- 1 movement between Longford Park and the bus stop just south of Broad Gap.
- 7 movements between Longford Park and the Oxford Road (north) – almost all of these were secondary school students.

## **Response to objection and other representations**

12. The objection that the revised proposal would not serve the crossing movements of residents of Longford Park and the majority of other pedestrians crossing at the existing refuge as well as the original proposal does seem to be borne out by the above surveys. This conclusion takes into account the absence of a continuous footway on the north side of Broad Gap, which requires pedestrians to cross Broad Gap (a reasonably busy road) to access the existing refuge, the need for which would be avoided for most users if the crossing is sited to the south of the junction.
14. The support of Bodicote Parish Council reflects their view that their concerns expressed over the initial proposal were largely addressed by proposing the crossing to the north of the junction, although the Council also queried whether any signalled crossing was justified. In responding to the original proposal the Parish Council's concerns related to the impact on traffic movements, rather than the safety and amenity of pedestrians. It is not considered that either of the proposed crossing locations would materially impact on the existing traffic movements in either a positive or detrimental way, following a careful assessment of the operation of the junction and existing bus stop, in addition to the observation of pedestrian crossing movements.
15. The query for the need for a signalled crossing is noted but site observations showed that existing traffic flows are high throughout the working day and are likely to increase in the future. The existing refuge is quite narrow and does not provide a comfortable area for several pedestrians to cross or for those with child buggies, as was observed in the site survey.
16. The concern expressed by a resident on the potential for increased queuing, and the request for the provision of a signalled junction with pedestrian phase is noted but there is no funding available for such a project. Similarly the request from a resident for a box junction is noted; the need for markings could be included as a low cost addition to either option if progressed.

## **Conclusion**

17. The consultations on the original and revised proposals have not provided a clear preference for either of the locations. However given the results of the pedestrian survey and the absence of a continuous footway on the northern side of Broad Gap (the route used by most pedestrians crossing A4260), it is recommended that the crossing be constructed at the location south of the Broad Gap junction (ie as per Annex 2).

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

18. The proposals would help reduce the risk of accidents, improve road safety and facilitate the easier flow of motor traffic in the area.

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

19. Full funding for the proposal has been secured from the local developer funder undertaking the adjacent works.

### **RECOMMENDATION**

20. **The Cabinet Member for the Environment is RECOMMENDED to approve the construction of a crossing south of the Broad Gap junction.**

MARK KEMP

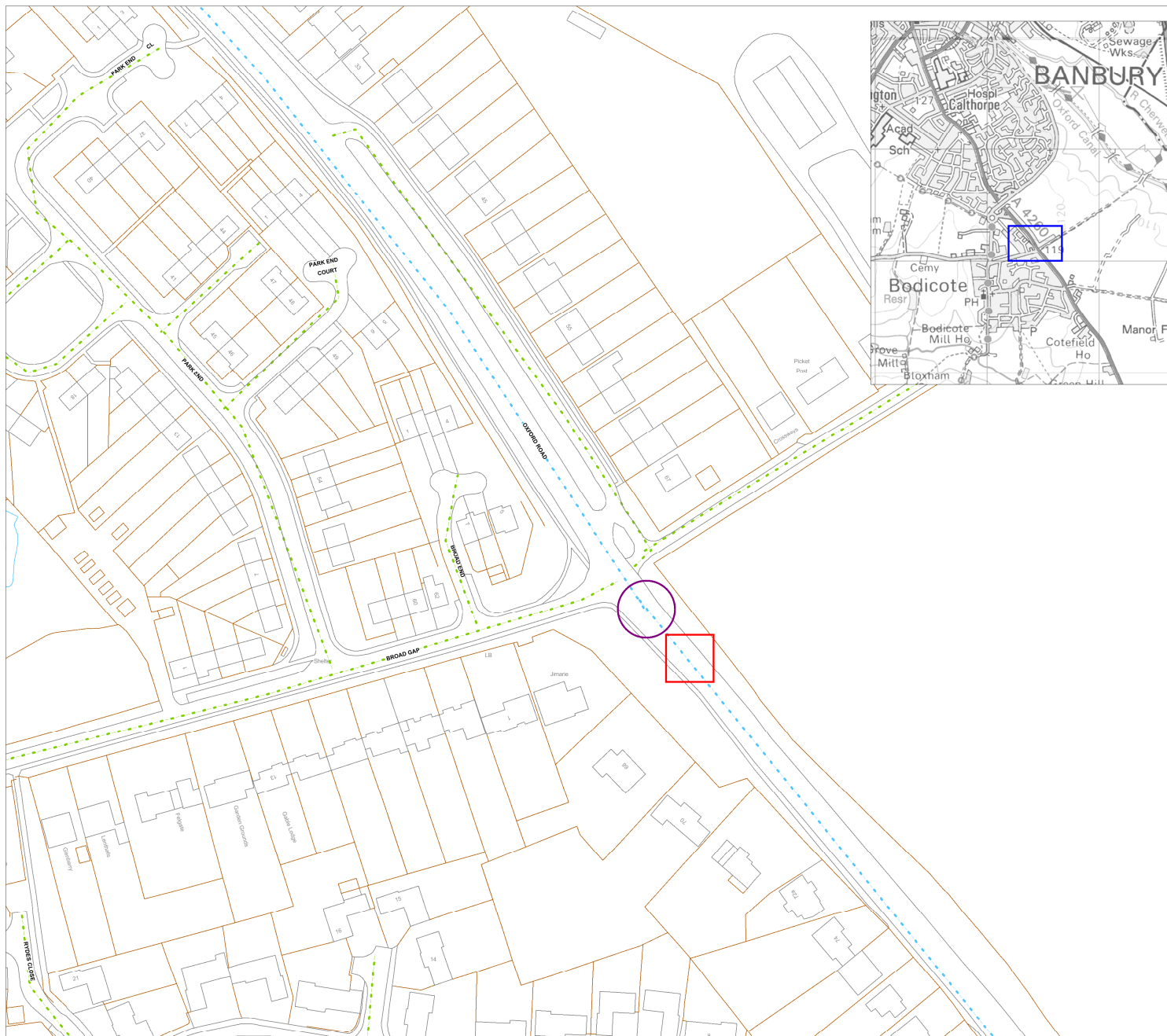
Deputy Director of Environment & Economy (Commercial)

Background papers:      Plan of proposed restrictions  
   Consultation responses

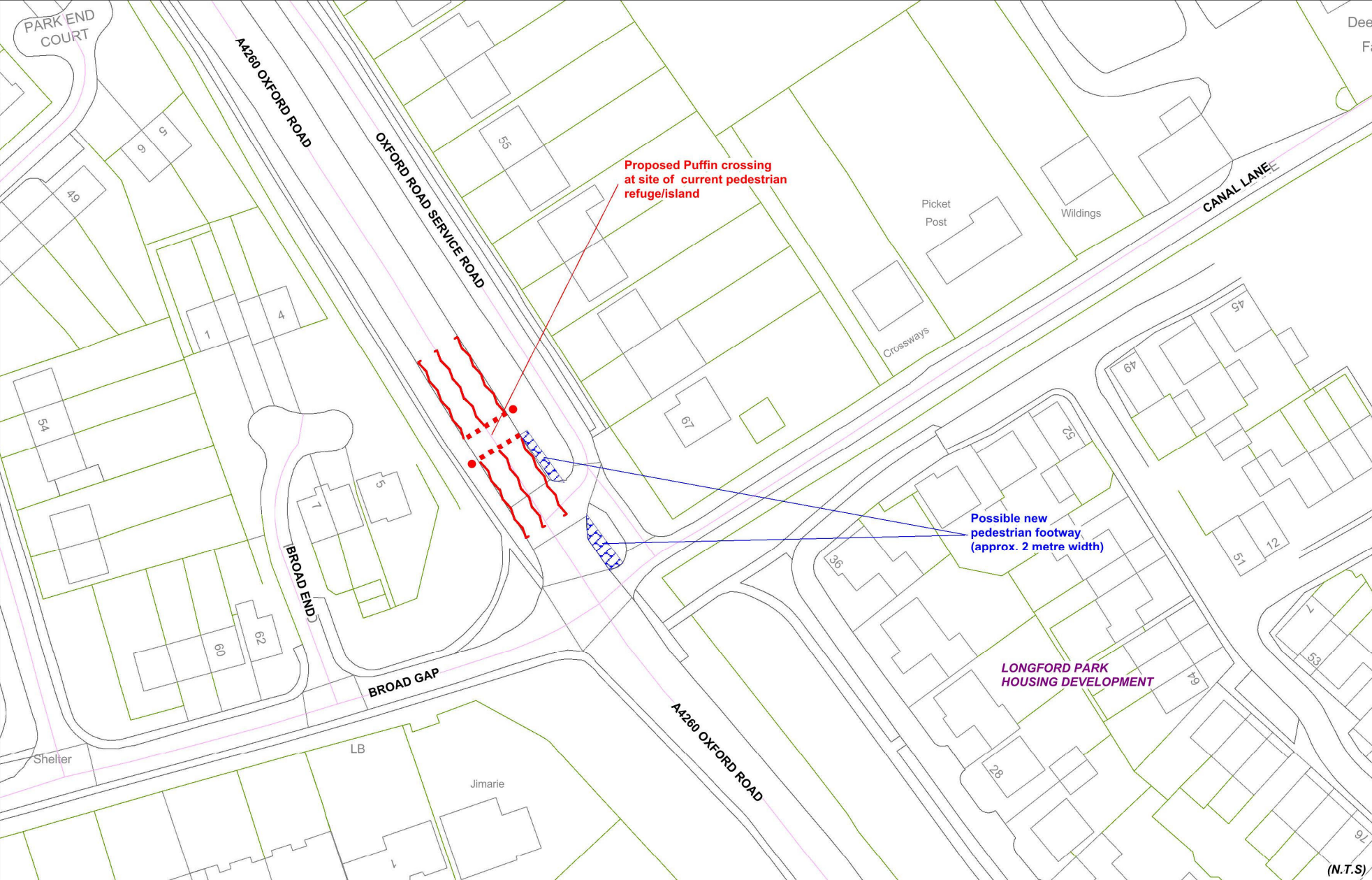
Contact Officers:              Owen Jenkins 01865 323304

March 2016

# ANNEX 1



Drawing No.	Revision 1												
<p>Location of general footway improvement works (incl. widening)</p> <p>Approximate location of crossing point (centre point approx. 20m from junction with Broad Gap)</p> <p>Existing 30mph speed limit (to remain)</p> <p>Existing 40mph speed limit (to remain)</p> <p>Site Location</p>													
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<p>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</p>													
<p>CABINET MEMBER FOR ENVIRONMENT 21 MAY 2015</p>													
<p>A4260 OXFORD ROAD/BROAD GAP BODICOTE PROPOSED PEDESTRIAN CROSSING</p>													
<p>Drawing Status</p> <table border="1"> <tr> <td>Drawn by:</td> <td>Checked by:</td> <td>Approved by:</td> </tr> <tr> <td>CJM</td> <td></td> <td></td> </tr> <tr> <td>Date drawn:</td> <td>Date checked:</td> <td>Date approved:</td> </tr> <tr> <td>08/05/2015</td> <td></td> <td></td> </tr> </table>		Drawn by:	Checked by:	Approved by:	CJM			Date drawn:	Date checked:	Date approved:	08/05/2015		
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Date drawn:	Date checked:	Date approved:											
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# **RESPONSES TO CONSULTATION ON PROPOSAL FOR A CROSSING SITED NORTH OF BROAD GAP JUNCTION**

RESPONDENT	SUMMARISED COMMENTS
Fire & Rescue Service	No objection
Thames Valley Police	No objection
Bodicote Parish Council	Support the proposal. The Parish Council far prefers the new location to the original, which had a lot of drawbacks and involved altering the road layout. Queries whether the existing central refuge be used just without any additional work?
Resident, (Linnet Road)	Objects given the distance from the Longford Park walkway. Children and adults traveling to the village are unlikely to walk to the new crossing. Oxford Road is very busy and vehicles travel fast making doing this very dangerous. A crossing closer to the exit would be a much safer option.
Resident, (Longford Park Road)	No objection but would like to see lights at the Broad Gap junction similar to Longford Park/Weeping Cross. In addition, the proposal doesn't take into account traffic build up across Broad Gap, which will prevent cars from getting out. Those turning right towards Oxford would have to wait for the Banbury bound queue to clear from the crossing, only then have to counter the Oxford bound queue build up caused by the crossing.



## CMDE5

Email Response, (unknown)	Support. The new location is much better than the previous option. However, the footway would have to be improved as currently it is only grass verge. Would also like to see a box junction to prevent queuing traffic blocking the exit from Broad Gap onto the Oxford Road.
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# **RESPONSES TO CONSULTATION ON PROPOSAL FOR A CROSSING SITED SOUTH OF BROAD GAP JUNCTION**

ID	RESPONDENT	SUMMARISED COMMENTS
1	Parish Council (Bodicote)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Crossing should be sited just north of Broad Gap, enabling traffic turning left to see stationary traffic at crossing and would allow vehicles to turn right without restriction,</li> <li>▪ It would also save a considerable amount of money and disruption,</li> <li>▪ The left turn lane allows traffic to flow freely to Banbury,</li> <li>▪ If the bus lane is removed, buses will hold up traffic when stopping,</li> <li>▪ This puffin crossing was agreed 10 years ago, we do not believe we have had the correct consultation, and the traffic situation is very different now from 10 years ago.</li> </ul> <p>In summary we feel a proper review of the traffic situation should be undertaken and that this proposal from 10 years ago should not simply be given the go-ahead. Whilst it may conform to certain guidance from a traffic engineering point of view, we believe it does not chime with the actual situation on the ground.</p>
2	Thames Valley Police (Traffic Officer)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> <li>▪ Distance to the junction at Broad Gap may offer some hazard potential for those on the crossing and traffic emerging from Broad Gap turning right.</li> <li>▪ Site lines are good with no obvious infrastructure that could compromise safety.</li> </ul>

3	Member of public (via email)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"><li>▪ The junction is very busy and is more and more used as a cut through, It can take 5mins to turn right out of Broad Gap to travel south on Oxford Road,</li><li>▪ The crossing is too close to the junction and will be a distraction when trying to exit safely,</li><li>▪ There is already a non-control crossing just to the North of the Broad Gap/Oxford Road junction, as this would allow cars turning right out of Broad Gap to do so safely,</li><li>▪ The crossing will go across a layby/commonly used slip Road and the bus stop.</li></ul> <p>In summary I still object to the proposals on the grounds of safety and being unsafe to pull out the current junction.</p>
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Division(s): Barton, Sandhills & Risinghurst

## **CABINET MEMBER FOR ENVIRONMENT - 17 MARCH 2016**

### **PROPOSED PARKING RESTRICTION – GREEN RIDGES/ WAYNFLETE ROAD, OXFORD**

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

#### **Introduction**

1. This report presents an objection received in the course of a statutory consultation on a proposal to introduce a waiting restriction across the access way of no.1 Green Ridges (Linton Cottage).

#### **Background**

2. The residents at the above address are increasingly finding vehicles parked across their existing White Access Protection markings blocking or partially obstructing their access. One of the residents is disabled and another local family member is under constant medical supervision and therefore the access way to the above property is required to be clear at all times for safe and adequate access. The No Waiting at Any Time proposal is shown at Annex 1.

#### **Consultation**

3. A formal consultation on the proposal was carried out between 17 December 2015 and 15 January 2016 with letters were sent to all properties in the immediate vicinity and street notices placed on site. A public notice was placed in the Oxford Times on 17 December with all documentation emailed to the statutory consultees including Thames Valley Police, Fire & Rescue Service, Ambulance service and local County Councillors. A total of four responses were received.

#### **Objection and comments**

4. One objection was received from a resident of Waynflete Road on the basis that they perceive the existing white line to be 'sufficient' and that Double Yellow Lines would be 'odd and ugly' in their normal residential street.
5. Thames Valley Police have no objection to this proposal.
6. The residents of no.1 Green Ridges wrote explaining their circumstances and need for the proposed restriction.

7. County Councillor Glynis Phillips supports the proposal and cites documentary evidence demonstrating that the access way has been obstructed by inconsiderate parking on a number of occasions.

### **Response to objection**

8. The objector lives on the opposite side of the road and their nearest property boundary is some distance from the property boundary of no.1 Green Ridges. The proposed 9 metre length of yellow lining would be no different to that which exists in many residential streets and have no direct effect on either the outlook from the objector's property or on their amenity in general.

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

9. The proposal would help reduce the risk of accidents and improve road safety by facilitating the safe passage of vehicles.

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

10. Full funding for the proposal has been secured from the residents of no.1 Green Ridges, with Oxford City Council to meet the cost of lining works.

### **RECOMMENDATION**

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

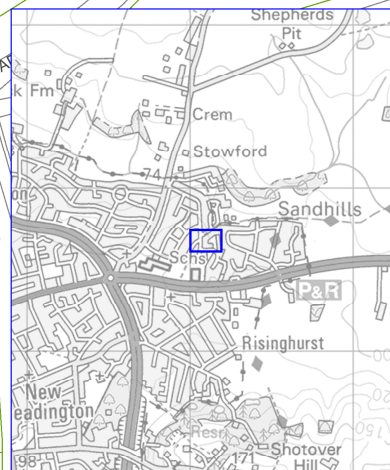
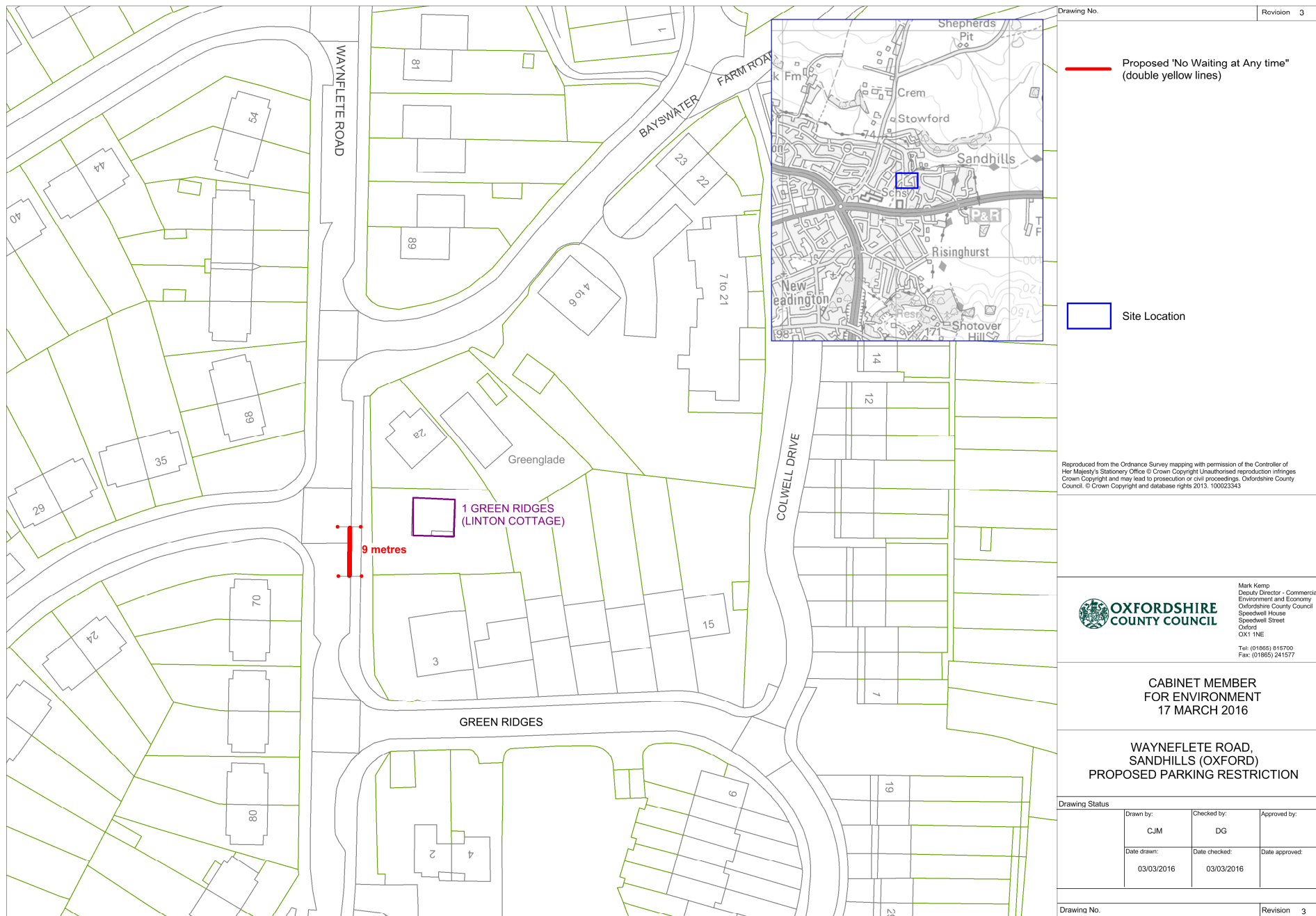
MARK KEMP  
Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation responses

Contact Officer: Owen Jenkins 01865 323304

March 2016

# ANNEX 1




Drawing No. Revision 3

Proposed 'No Waiting at Any time' (double yellow lines)

Site Location

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**OXFORDSHIRE**  
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CABINET MEMBER  
FOR ENVIRONMENT  
17 MARCH 2016

WAYNEFLETE ROAD,  
SANDHILLS (OXFORD)  
PROPOSED PARKING RESTRICTION

Drawing Status

Drawn by:	Checked by:	Approved by:
CJM	DG	
Date drawn:	Date checked:	Date approved:
03/03/2016	03/03/2016	

Drawing No. Revision 3

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Division(s): Blackbird Leys
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## **CABINET MEMBER FOR ENVIRONMENT – 17 MARCH 2016**

### **PROPOSED WAITING RESTRICTIONS – BLACKBIRD LEYS, OXFORD**

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

#### **Introduction**

1. This report presents objections received in the course of a statutory consultation on proposals to introduce additional waiting restrictions and other changes at various locations in Blackbird Leys in Oxford.

#### **Background**

2. The redevelopment of the Leys Pool and Leisure Centre has required new parking restrictions to facilitate traffic movements in the area and mitigate the impact of additional traffic in the vicinity of the development. At the same time the opportunity has been taken to address a number of other longstanding requests for simple parking controls in the area.

#### **Proposals**

3. Following a detailed review of the on-street parking in this area the proposals shown in the plans at Annex 1 were identified. These comprise proposed 'No Waiting At Any Time' restrictions in the immediate vicinity of the Leisure Centre including parts of Pegasus Road, Field Avenue and Windale Road, together with the removal of an unused Disabled Parking space on Pegasus Road and the relocating of a road narrowing feature (to assist pedestrians) to better accord with the revised access to the Leisure Centre.
4. Elsewhere in the area, and to address a variety of local issues and concerns, 'No Waiting At Any Time' restrictions are proposed in parts of a number of different roads and a section of 'No Waiting 8am to 6.30pm Monday to Friday' is proposed in part of Harebell Road.

#### **Consultation**

5. The various proposals were advertised in the Oxford Times on Thursday 14 January 2016, with notices posted on street and letters delivered to occupiers of premises adjacent to the proposed restrictions. Thames Valley Police and other statutory consultees were also consulted, together with the local County Councillor, City Councillors and Blackbird Leys Parish Council.
6. Nineteen responses to the consultation were received of which seven were objections. Others were either in support of the proposals (including the

Police) or were making comments or suggestions for change.. The responses received and officer comments are shown at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.

## **Conclusions**

7. The objections to the proposed relocation of the road narrowing in Pegasus Road are noted but the change is intended to provide better pedestrian convenience to the Leisure Centre whose entrance arrangements have changed as part of the redevelopment. Several objectors have requested that the parking restrictions are extended beyond that which is proposed; the extent of the proposals in Pegasus Road was determined in consultation with Parish Council. However, the effect of any restrictions that are approved will be monitored to see if additional restrictions should be considered. Elsewhere it is clear that there is pressure on parking but the ongoing work by Oxford City Council to convert unused green areas to provide off-street parking will assist residents.
8. The proposal for Haldane Road has resulted in a range of alternative suggestions to manage parking issues that exist. It is clear that the short length of restriction that was proposed is not considered by respondents to be the most appropriate solution and it is therefore suggested that this does not proceed at this time. Officers will seek to work with residents to find more suitable proposals.

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

9. The proposals would help reduce the risk of accidents and improve road safety by facilitating the safe passage of vehicles.

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

10. The cost of the proposed works described in this report are funded from the redevelopment of the Leisure Centre

## **RECOMMENDATION**

11. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the advertised proposal, with the exception of those in Haldane Road.**

MARK KEMP

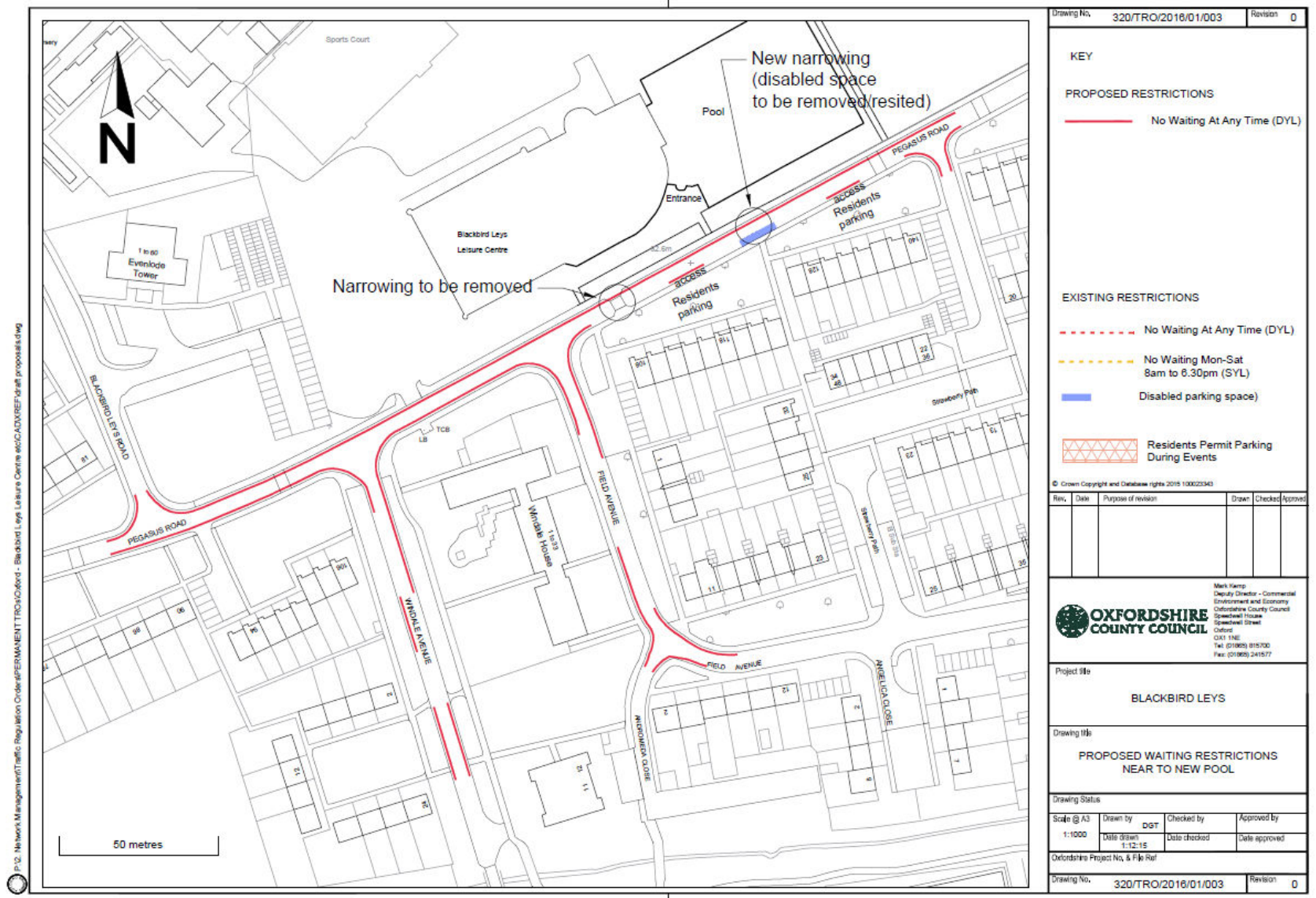
Deputy Director of Environment & Economy (Commercial)

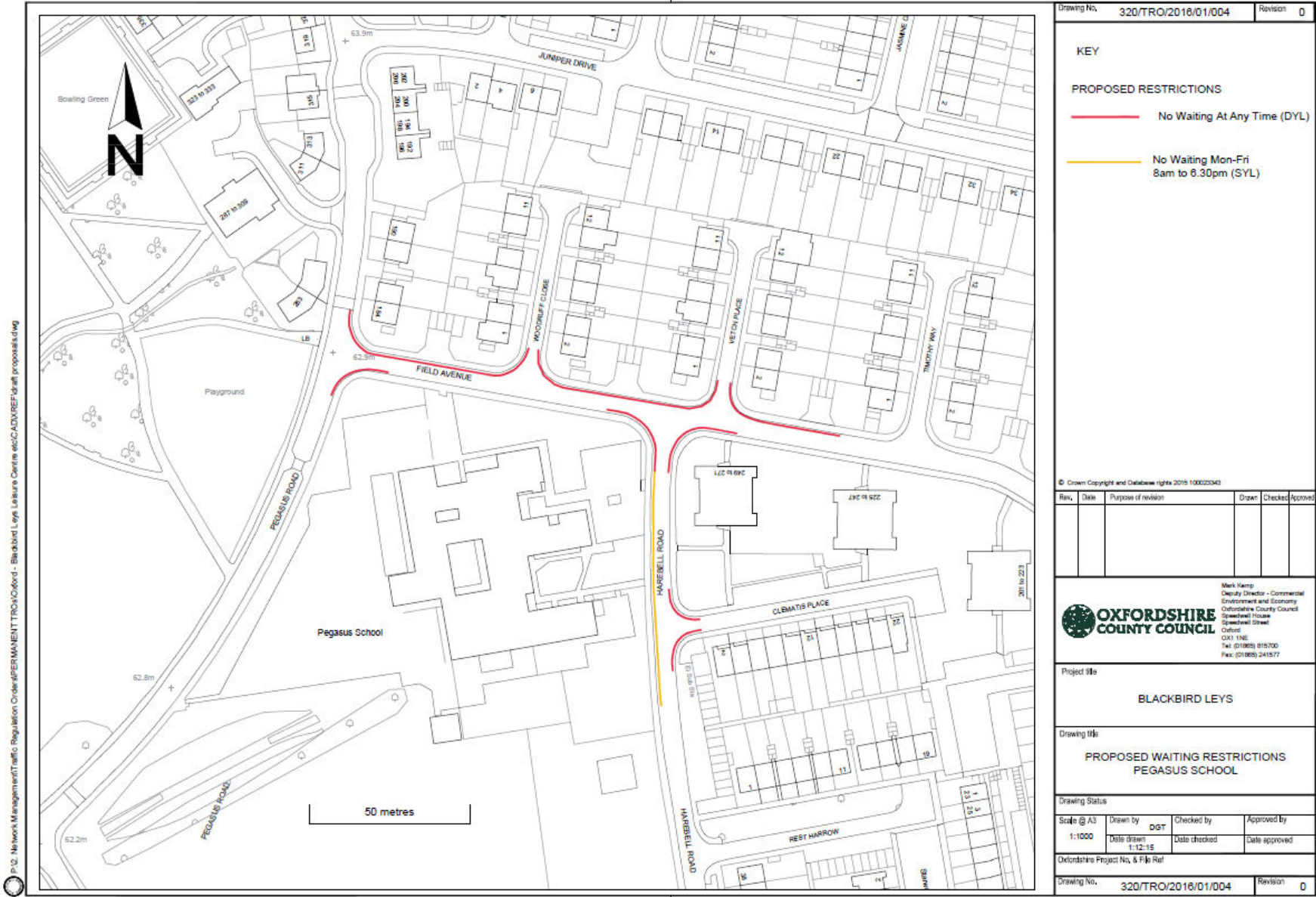
Background papers: Consultation responses

Contact Officers: Owen Jenkins 01865 323304

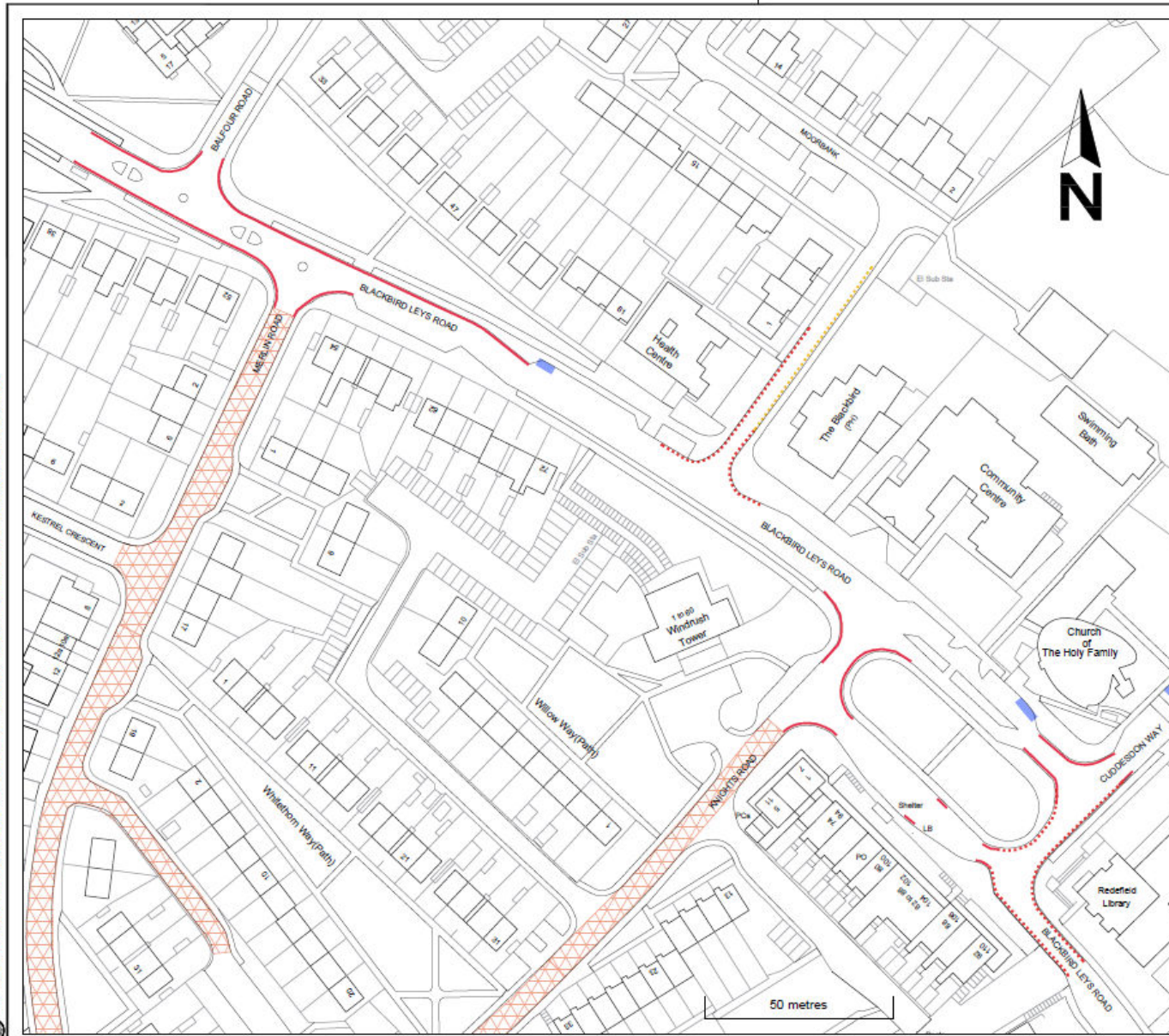
March 2016





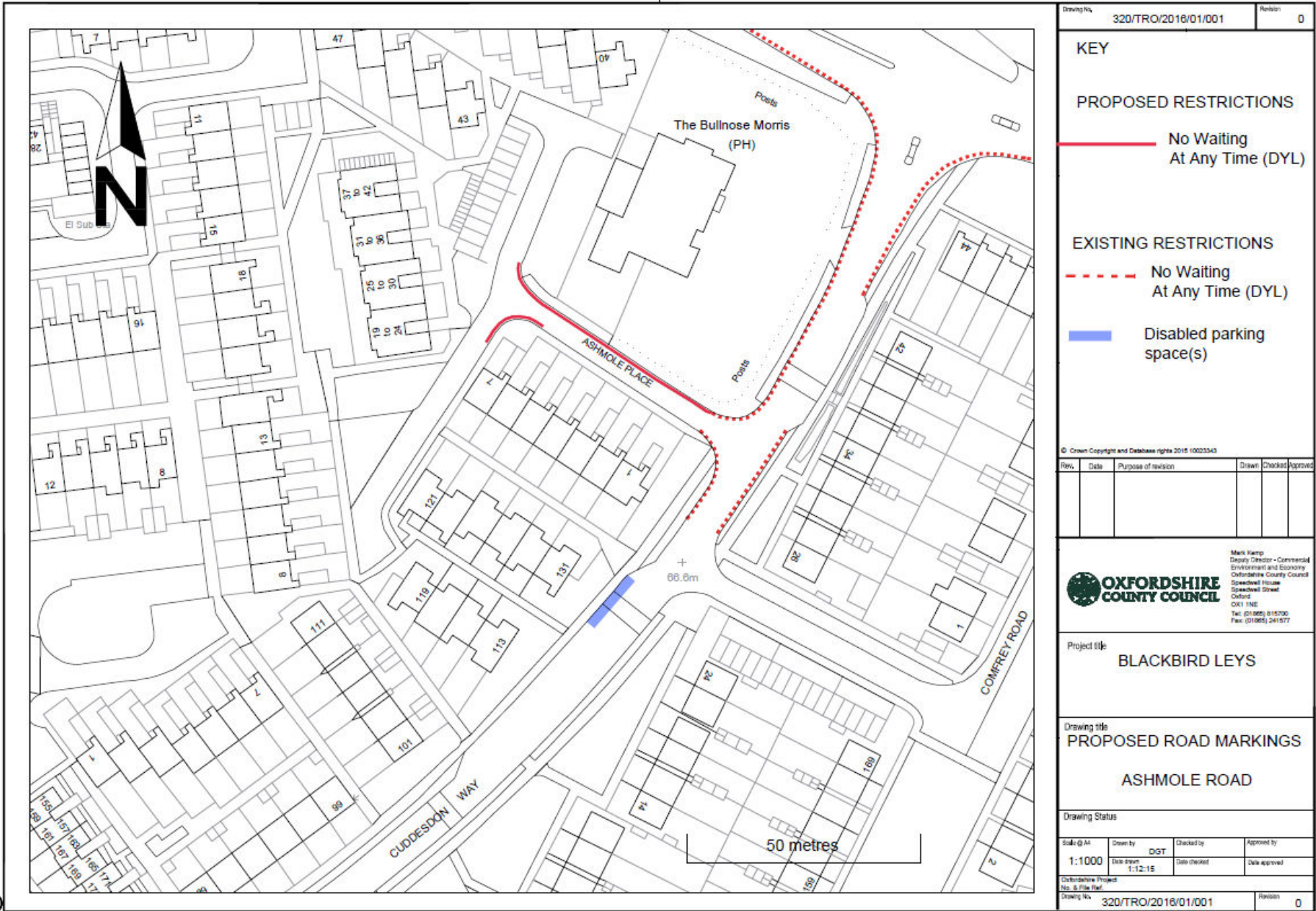




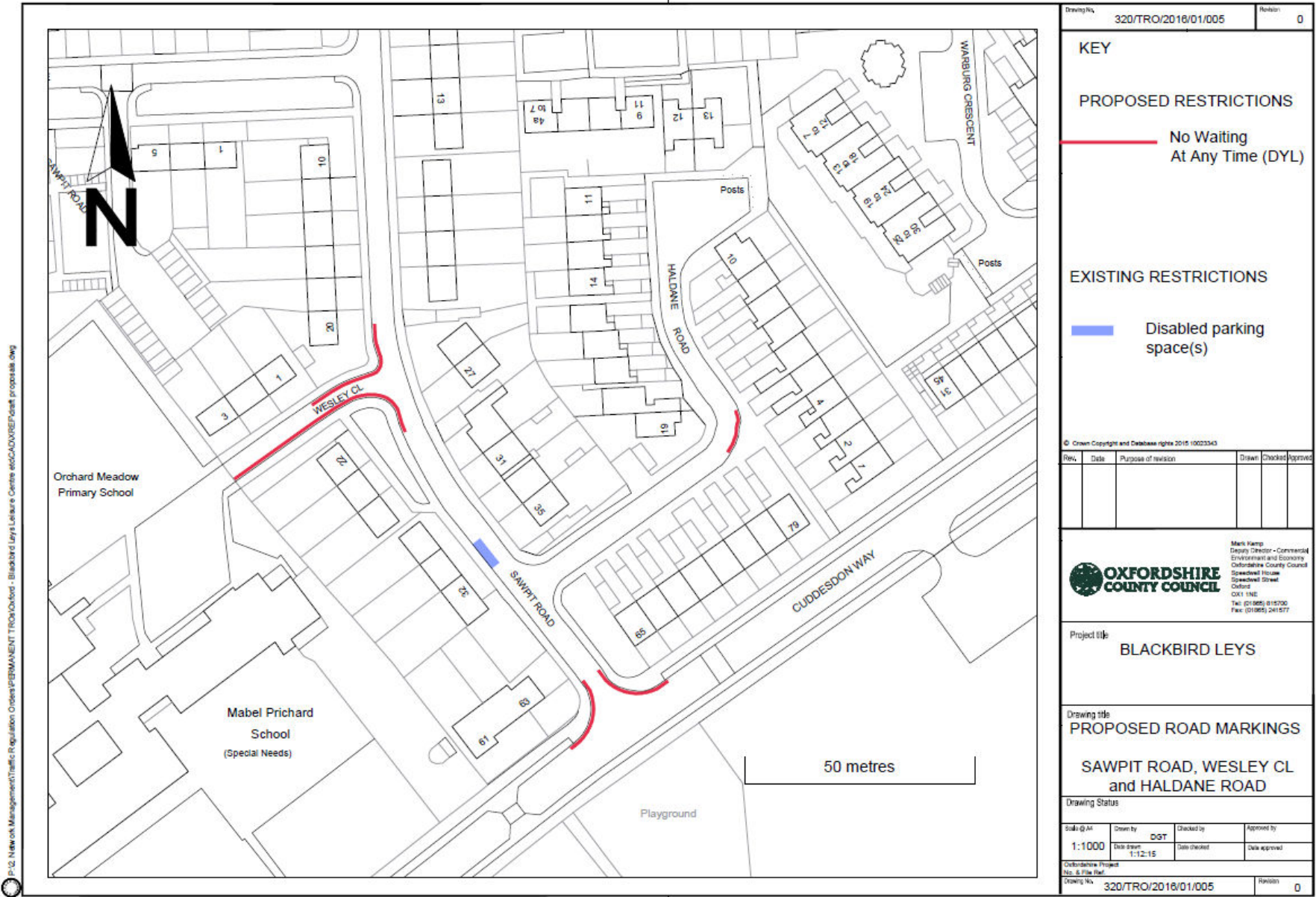


Drawing No. 320/TRO/2016/01/002		Revision 0	
<b>KEY</b>  <b>PROPOSED RESTRICTIONS</b> No Waiting At Any Time (DYL)			
<b>EXISTING RESTRICTIONS</b> No Waiting At Any Time (DYL) No Waiting Mon-Sat 8am to 6.30pm (SYL) Disabled parking space Residents Permit Parking During Events			
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Rev.	Date	Purpose of revision	Drawn/Checked/Approved
<p>Mark Yamp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Spencer House Spencer Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</p>			
Project 986			
BLACKBIRD LEYS			
Drawing title			
PROPOSED WAITING RESTRICTIONS BLACKBIRD LEYS ROAD			
Drawing Status			
Scale @ A3 1:1000	Drawn by DGT	Checked by Date checked 1:12:16	Approved by Date approved
Oxfordshire Project No. & File Ref			
Drawing No. 320/TRO/2016/01/002		Revision 0	

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	From	Response	Officer Comment
1	Thames Valley Police	No objection to these proposals.	Noted
2	Local Resident	I support the proposal with one reservation. There is little point in painting lines on the road if there is no intention of employing people to enforce the parking restrictions.	Noted
3	Resident of Pegasus Road	<p>The relocation of the road narrowing would serve no purpose but to cause issues for residents parking. The current narrowing serves well the pedestrians accessing the leisure centre from Field Avenue. I can only assume the relocation of the narrowing is designed to pedestrians accessing the leisure centre from the alley way which in fact is very rarely used for such a purpose.</p> <p>I also believe the residents parking proposals should be extended to the north east end of Pegasus Road to discourage vehicles simply driving a few hundred yards to an area of unrestricted parking</p>	<p>The changes to the narrowing on Pegasus Road forms part of the detailed plans related to the new pool. The proposed new location has been discussed with local Parish, City and County Councillors.</p> <p>The extents of the advertised proposals were formulated as a result of consultation and discussion with the local Parish Council which represents the residents.</p>
4	Resident of Pegasus Road	<p>If the road narrowing outside 108 Pegasus Road is to be removed why does it need to be reinstated 50 metres down the road? It would be more cost effective to remove it completely and not replace it; existing parked cars create a natural restriction. If you need to retain the narrowing then rather than move it 50 metres to the east why not move it 5 metres to the west. At this point is the natural pinch point for pedestrian traffic and would be used for flow across Pegasus Road and away from the complex. If you examine the footfall for the leisure centre/ swimming pool you will see that at least 90% of the users exit the centre and go west. To place the restriction away from the natural flow of pedestrians is not realistic for one of the uses it is being constructed for.</p>	<p>The changes to the narrowing on Pegasus Road forms part of the detailed plans related to the new pool. The proposed new location has been discussed with local Parish, City and County Councillors.</p>

	From	Response	Officer Comment
		<p>The removal of the disabled parking space is somewhat short sighted as this is an aging population and older residents who are still driving need these facilities to ensure they have access to their properties</p> <p>The introduction of a residents parking scheme on Pegasus Road would ensure all users of the Leisure Centre then park in the appropriate location and not on street parking forcing residents away from their homes.</p>	<p>Disabled spaces are generally only provided in relation to the needs of a particular local disabled resident. In this case the resident for whom the space was provided has moved so the provision is no longer justified or required. There are several off street disabled spaces provided for users of the pool. In response to a request from a nearby resident we are providing a new disabled space close to their property.</p>
5	Resident of Pegasus Road	<p>I notice that there is no lines from 142 to the shop as we also have trouble with people parking outside our houses so why only parts of Pegasus Road, I am disabled so this is going to make it harder to cross the road as I am in a wheel-chair, I am very annoyed that we have not been included in the line markings</p>	<p>The extents of the advertised proposals were formulated as a result of consultation and discussion with the Parish Council</p>
6	Resident of Field Avenue	<p>As a resident living opposite the leisure centre I very much welcome the proposal to install double yellow lines in the area. However, I feel that I should point out that there are double yellow lines on and near the bend at the shops on Blackbird Leys Road and to my knowledge cars that park on them, and they are many, are never ticketed.</p>	<p>Noted</p>

	From	Response	Officer Comment
7	Resident of Field Avenue	<p>I fully support the efforts you are making to ease any congestion. May I make a couple of suggestions to help improve the flow of traffic?</p> <p>Having lived in Field Ave for 30 years, the roads always become difficult for buses when cars park on the left side of Field Ave (Windale House side). May I suggest an in fill of that small section left open as buses use this route every 4 minutes.</p> <p>Also, the contra flow system leaving or entering Greater Leys is heavily used and would benefit from no vehicles parking on the left side of Windale Ave (near to the bridge). Buses and vehicles often struggle to get along Windale Ave when cars are parked close to the bridge or cars opposite waiting to access Greater Leys.</p>	<p>Noted.</p> <p>In consultation with local Parish Councillors it was agreed to try and leave as many areas as possible for on street parking by residents. Some residents have responded that we have removed too much on street parking.</p>
8	Resident of Field Avenue	<p>On inspection of the proposed changes it is apparent that this would have an adverse effect on the life of residents including my family. The car that is essential for my employment must be parked somewhere close to my home. However, the proposed scheme of parking restrictions removes all available areas around my house. Your proposal as it currently stands addresses the matter of congestion without any consideration of the impact on residential parking. Effectively this is simply shifting the problem to other domain but not eliminating it.</p> <p>As a suggestion creating a residential parking similar to that recently provided for the residents of Pegasus Road would be an acceptable solution to the highlighted problem of parking for the residents of the area.</p>	<p>Officers have endeavoured to balance the needs of residents and the aim of improving traffic flow in the road, particularly for buses.</p> <p>It is understood that Oxford City Council are considering the possibility of converting some of the green space in this area to provide parking for residents, as has happened elsewhere In the estate.</p>



	From	Response	Officer Comment
9	Resident of Windale Avenue	We understand your reasons for doing this but wanted to let you know that it makes things difficult for us. We live on Windale Avenue and often park one of our 2 cars on Windale Road as there is not enough room in the parking spaces outside our house. If Windale Rd becomes off-limits we will have to park one car quite a long way away and will not have the peace of mind of being able to walk outside the door and see that the car is still there.	Officers have spoken to this resident and explained the areas of parking that will continue to be available. The resident accepts that there would still be sufficient on street parking.
10	Resident of Windale Avenue	May I request you to please include a NO PARKING sign for the dedicated parking spaces for houses 2-24 in Windale Ave and clearly number each parking bay.	This parking area is not highway and is the responsibility of Oxford City Council.
11	Resident of Clematis Place	As a concerned resident of Clematis place, I wish to inform you that there have been problems regarding parking for a very long time. While I agree with the proposed restrictions in terms of the children's safety, I wish you to consider the implications of this. As the Clematis Place is already a high traffic area, I am sure if double yellow lines are to introduced then it is <u>time for Residents Parking Only</u> . The street only contains 12 houses so it really should not be that difficult to park. As residents who struggle to find a space, not only during school hours, I think this is the only solution. On a Wednesday, the bin collection truck always struggles to get in and out of the street adding further issues.	The proposed restrictions in Clematis Place only cover the immediate junction area where it unsafe to park. There are no proposals for additional Residents Parking at the present time.
12	Resident of Ashmole Place	I am in support of the changes on Ashmole Place.	Noted
13	Resident of Ashmole Place	After looking at the plans can we not get permit parking in front of the flats? In front of the garages parking spaces and to the side of the flats as at weekends and evenings our parking spaces are being used up by people using the Bullnose pub and also people are using Ashmole to park for local factories day and night. I myself and other residents are struggling most days parking our vehicles.	The proposed restrictions along one side of Ashmole Place at the rear of the Bull Nose Morris public house arose from complaints from residents that parking was taking place in the road by patrons of the public house which prevented them parking outside their houses

	From	Response	Officer Comment
14	Resident of Ashmole Place	This idea in principle will not work without the introduction of residents' parking permits. My main concern is people from the pub and industrial area parking in street already. Due to limited parking spaces available residents cannot park due to spaces being taken by these people. Reducing parking further will be unfair on residents. Add permit parking area to proposed plans and I am happy agree fully to proposed plans.	The proposed restrictions along one side of Ashmole Place at the rear of the Bull Nose Morris public house arose from complaints from residents that parking was taking place in the road by patrons of the public house which prevented them parking outside their houses
15	Resident of Haldane Road	There have been many issues with my neighbours parking on the bend and in front of my drive and I have had problems trying to get out of my drive. Will these restrictions impact my ability to drive/reverse out of my drive and onto the road? Also in the past parking on that inside corner has caused some concerns for delivery and bin lorries trying to get to the houses further down the road. I think the road requires both the double yellow lines in front of no 19 Haldane and the keep clear sign. There are no driveways on the inside of the bend so the restriction won't impact on either no 19 or myself.	In the light of the range of suggestions made regarding the location and extent of restrictions required the proposals for Haldane Road will be revisited.
16	Resident of Haldane Road	It would make sense to have the markings on western bend, from a point opposite 73 Cuddesdon Way, to a point outside Nos 18/19 Haldane road, where parking, on the Highway and footway takes place. This very often causes one to drive on the eastern offside of the road head-on, to a vehicle leaving Haldane road. By taking the markings to Nos 18/19 this would assist the person at No 18 when reversing. By not putting any markings on the western side, would be letting certain residents have more authority to park alongside No 19. The existing markings to No 4 Haldane Rd are working well.	In the light of the range of suggestions made regarding the location and extent of restrictions required the proposals for Haldane Road will be revisited.

	From	Response	Officer Comment
17	Resident of Cuddesdon Way (backing on to Haldane Road)	As an occupant of Cuddesdon Way, I am a bit concerned about the present parking on the Haldane Road behind my house. The parking on the Haldane Road opposite side of my garage where Haldane road joins Sawpit Road is already making it difficult for me to take my car in and out of my garage. I fear that when the new arrangements are in place, it is going to make the situation worse. The people coming to drop the children at School and the people coming to Cuddesdon Corner for various sessions are the people mostly parking the vehicles on Haldane Road.	In the light of the range of suggestions made regarding the location and extent of restrictions required the proposals for Haldane Road will be revisited.
18	Resident of Cuddesdon Way (backing on to Haldane Road)	I would like to voice my concern about the proposed double yellow lines that will be in Haldane Road. This is outside the rear entrance to my property on Cuddesdon Way. The parking in Haldane Road can be really difficult most nights, you will find that cars park all around the corner of number 19, which is the bend opposite where you are proposing to site the double yellow lines. In fact due to the driveway entrance of number 4, no one actually parks on that side of the bend anyway, which means potentially if you site them where proposed, you are actually wasting money. I would like to suggest you would be better placed to site them on the bend opposite; this will reduce any difficulty that either myself or number 4 have getting out of our driveways. It would also make the corner safer for pedestrians as well as all of the vehicles are parked half on the road and half in the path right the way round the corner.	In the light of the range of suggestions made regarding the location and extent of restrictions required the proposals for Haldane Road will be revisited.

CMDE7

	From	Response	Officer Comment
19	Resident of Wesley Close	<p>While we fully support the changes that are proposed, we are extremely concerned regarding access to our property near Orchard Meadow School. Parking in the close has become increasingly difficult for residents particularly when the school close the gates in the mornings and afternoons.</p> <p>We have a double drop kerb outside our property and continually have a battle with parents/teachers blocking our access and even parking on our driveway. With the new proposed double yellow lines opposite to our property, we are extremely concerned that the access to our property will be made even worse We would also like you to consider making parking in Wesley Close for residents only, as there are only three houses in the close.</p>	<p>Noted</p> <p>The resident will be provided with an Access Protection marking to assist with keeping the access clear.</p> <p>There are no proposals for additional Residents Parking at the present time.</p>

Division(s): Hendreds & Harwell
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## **CABINET MEMBER FOR ENVIRONMENT – 17 MARCH 2016**

### **PROPOSED PEGASUS CROSSING – CHILTON**

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

#### **Introduction**

1. This report considers objections received as a result of a formal consultation on a proposal to introduce a Pegasus crossing on Hagbourne Hill, near Townsend, Chilton. A Pegasus crossing consists of a signalled equestrian crossing alongside a standard Toucan (pedestrian and cycles only) crossing.

#### **Background**

2. At the Cabinet Member Decisions meeting on 14 January 2016 as part of consideration of a number of traffic measures in the Chilton area and in response to a large number of representations from the equestrian community, it was agreed to defer a final decision regarding the provision of a crossing near Townsend to enable further discussion on the provision of a form of modified crossing for use by horses.

#### **Revised proposal and consultation**

3. Following the deferral in January officers have prepared a scheme for a Pegasus crossing parallel to the Toucan crossing previously proposed. The new scheme (see plan at Annex 1) has been discussed and agreed with representatives of the British Horse Society and has been circulated to all those who responded/objected, many of whom have responded positively. The new proposals were also re-issued for formal consultation which took place between 10 February and 4 March 2016. A public notice was published in the Didcot Herald and street notices erected within the vicinity of the site. In addition an email was sent to statutory consultees and proposals were added to the County's online consultation portal.
4. A total of 3 responses were received during the consultation period of which there was only one objection.

#### **Objections, Concerns and Responses**

5. The objector questioned the need for a Pegasus crossing, the safety of its proximity to the roundabout and whether a segregated tunnel would be safer and improve traffic flow. In response, the need for an equestrian crossing has been realised following the original consultation, which invoked a large response from the equestrian community regarding lack of provision for horse riders. The crossing will be designed to national standards to ensure it is

positioned at an appropriate distance from the roundabout and will also be subject to a Road Safety Audit. Whilst it is acknowledged that a tunnel would potentially be safer the cost would be prohibitive. It should be noted that use of the Toucan/Pegasus crossing is likely to be off-peak so the impact on traffic flows would be limited.

6. Thames Valley Police did not object to the proposals but asked that the crossing is designed to LTN 2/95 with speed monitoring to confirm that these standards are met and tactile paving is provided for the Toucan crossing. There was also a response requesting a modification to the layout of the equestrian route on the south side of the crossing. All these comments will be taken forward to the detailed design and incorporated where appropriate.

## **Conclusion**

7. The re-designed crossing, incorporating an equestrian facility, has generally been met with support and it is recommended that the combined Toucan/Pegasus crossing be approved for construction.

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

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

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

9. Funding for the proposals is being delivered by Department for Transport monies, whilst the appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties.

## **RECOMMENDATION**

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

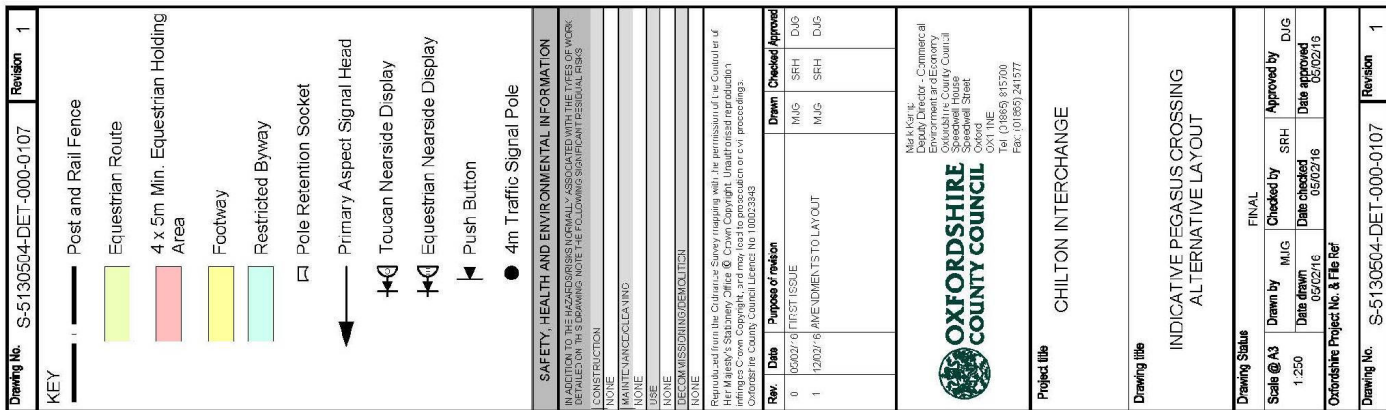
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Cabinet Member Decision Report – 14 January 2016  
Consultation responses

Contact Officers: Paul Fermer 01865 815764

March 2016



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Divisions: Kingston & Cumnor
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**CABINET MEMBER FOR ENVIRONMENT– 17 MARCH 2016****PROPOSED PUFFIN CROSSING  
A417 STANFORD IN THE VALE****Report by Deputy Director for Environment & Economy (Commercial)****Introduction**

1. This report presents objections and other comments received in response to a statutory consultation on a proposed new puffin crossing on the A417 Faringdon Road, Stanford in the Vale.

**Background**

2. The proposal arises from the development of 73 dwellings on land adjacent to the A417 in Stanford in the Vale which was determined on Appeal by the Planning Inspectorate. The consented scheme contained various traffic measures along A417 including a puffin crossing outside the Horse & Jockey Public House. The results of the formal consultation under the Road Traffic Regulation Act for the proposed crossing at this location were reported to the Cabinet Member decisions meeting in September 2014.
3. Shortly after the decision to approve implementation of the crossing outside the public house, representations were received from and on behalf of the Parish Council requesting that the matter be reconsidered. Following a meeting with the Chairman of the Parish Council, officers were instructed to carry out further consultation on locating the crossing north of Nursery End (the vehicular access to the development) – this location is shown at Annex 1.

**Formal Consultation**

4. Formal consultation on the relocated puffin crossing location was carried out between 25 March and 24 April 2015. Proposals were advertised formally in the local press with notices erected on site and posted to affected frontagers. Plans were also deposited in Faringdon Library with copies emailed to all statutory consultees.
5. Responses to this formal consultation have been received from eight local residents (from six addresses), the Parish Council, AGSR (A Group of Stanford Residents) and Thames Valley Police. A summary of these together with an officer response has been tabulated and included at Annex 2.

6. Additionally a 164 signature petition signed by local residents and/or customers of the Horse & Jockey Public House, completed at the time of the original proposal to site the puffin crossing outside of the Public House, has been received. These signatories continue to support moving the crossing nearer to the Ware Road/Farm Piece roundabout and therefore closer to the pedestrian access at the north-western end of the development.
7. 41 questionnaires completed by local residents and/or customers of the Public House or Vale Garage have also been received. In summary, 15 people feel that a pedestrian crossing is required on this stretch of the Faringdon Road, 2 agree with the advertised location of the puffin crossing, 1 would use a pedestrian crossing at the advertised location and 19 people would use a pedestrian crossing near the pedestrian access at the north-western end of the development. It is worth noting that none of the questionnaires have been completed by residents of the new development (Nursery End).
8. Copies of these questionnaires, the petition and the individual responses referred to above are available for inspection in the Members' Resource Centre.
9. The local member for Kingston and Cumnor was consulted and did not object to the scheme.

### **Objections and concerns**

10. The need for a puffin (signal controlled) crossing has been questioned, with a pedestrian refuge suggested as an alternative. In response, County officers at the planning stage sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. Planning permission was subsequently granted which included provision of the puffin crossing.
11. Concerns have been raised over the puffin crossing signal equipment detail. The signal equipment, including the numbers of poles & heads, will be provided in accordance with Department for Transport standards and specifications. Minimising the amount of equipment in line with the above parameters, providing hoods to the signal heads and turning the audible bleeper off overnight will all be investigated as part of the detailed design.
12. The overriding concern raised throughout the consultations has been the location of the puffin crossing, with all parties keen to ensure that it should be in a location where it will be of most use to those wanting to cross A417.
13. It is not uncommon with new developments that it is only once the properties are occupied that there can be any certainty over the pattern of pedestrian movements. In this case the location of key attractors in the

village and the variety of pedestrian routes to reach them has made the prediction of the most suitable location for a crossing even more difficult.

14. In light of this, officers have undertaken surveys in order to confirm where the majority of pedestrians cross A417. The surveys were carried out on Friday 8 January 2016 between 07:30-09:30 and 14:30-16:30. At the time of the survey the pedestrian access at the north-western end of the development had been completed with 50 of the 73 dwellings occupied. The results from both of the surveys were the same with 20 crossing A417 in the vicinity of the Public House and only 4 crossing at, or just south of, the Ware Road/Farm Piece roundabout.

## **Conclusions**

15. The pedestrian surveys have shown that if the puffin crossing is to be located between Nursery End and the Ware Road/Farm Piece roundabout then it should be moved as near as it can safely go towards the Nursery End junction. This places the crossing near to the desire line of the majority of the expected users. The further north the crossing goes, the less likely it is that these pedestrians will deviate from their desire line in order to use it. Consequently it is recommended that the puffin crossing is implemented as shown on the plan at Annex 3 (which is approximately 12m SE of the position).

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

16. The cost of the proposed work under consultation is funded by the developer

## **RECOMMENDATION**

12. **The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposed puffin crossing approximately 12m south east of the advertised position as described in this report.**

MARK KEMP

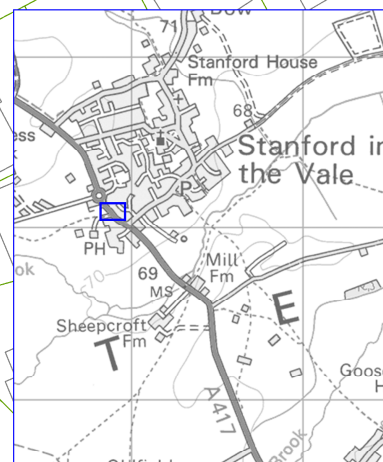
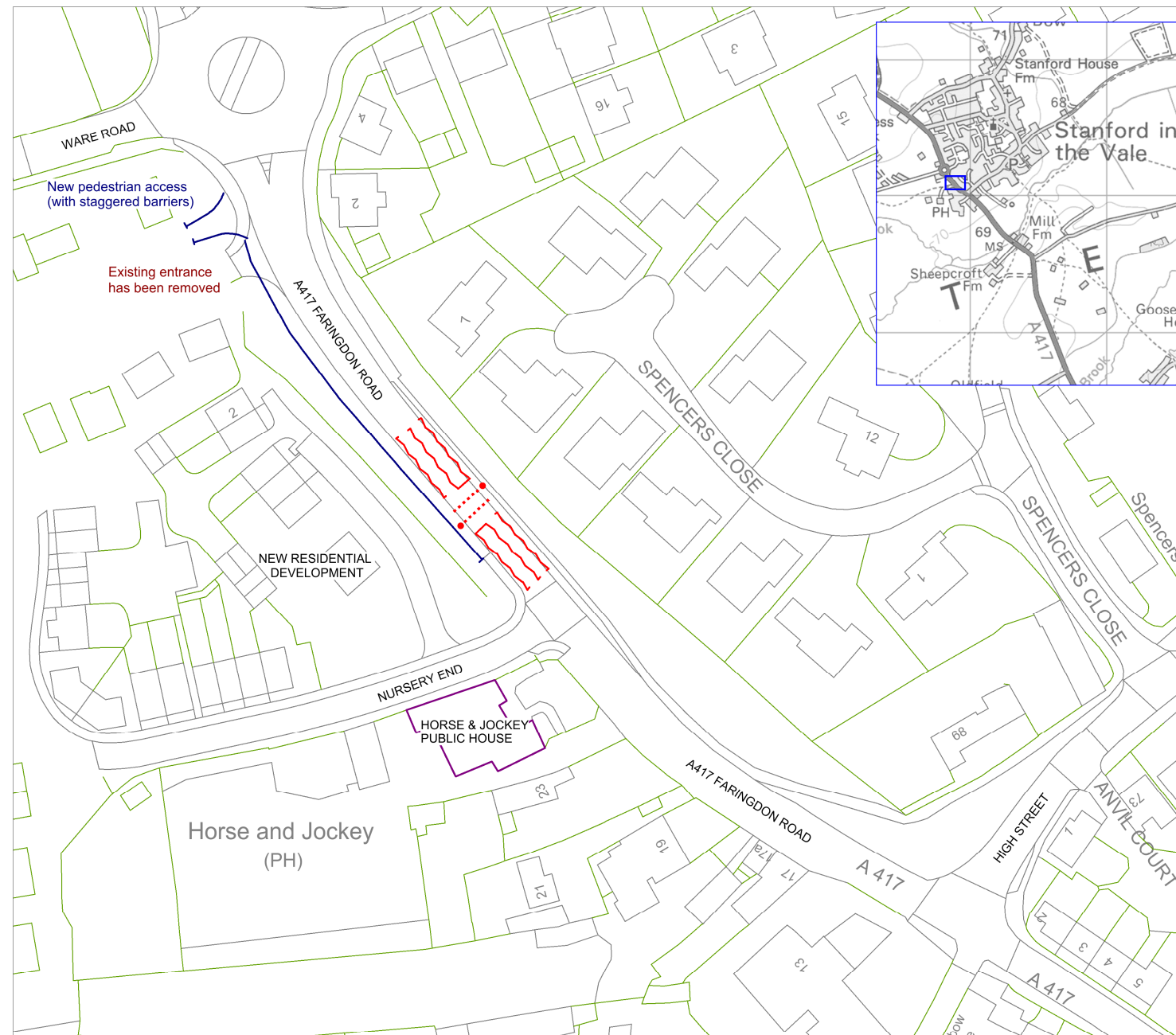
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation  
Cabinet Member Decision Report – 4 September 2014

Contact Officers: Owen Jenkins 01865 323304

March 2016

# Annex 1



Drawing No. Revision 5

- Proposed new crossing detail
- Proposed new 2m wide footway

## Notes.

\* Width of crossing - 3m.

\* Distance between Puffin STOP line and studs - 3m.

Site Location

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**OXFORDSHIRE COUNTY COUNCIL**

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## CONSULTATION PLAN ADVERTISED LOCATION

**A417 FARINGDON ROAD,  
STANFORD-IN-THE-VALE  
PROPOSED PUFFIN CROSSING**

## Drawing Status

Drawn by:	Checked by:	Approved by:
CJM	LT	LT
Date drawn:	Date checked:	Date approved:
03/03/2016	03/03/2016	03/03/2016

Drawing No. Revision 5

## Annex 2

	Objections / Comments	Officers response
Stanford in the Vale Parish Council	<p>Style of puffin crossing to have minimal street furniture. The puffin crossing should have no audio warning.</p> <p>Minimal &amp; directional street lighting to be provided.</p> <p>VWHDC has confirmed a strategic housing site (200 dwellings) north of the current development. Will impact on probable usage of the crossing.</p> <p>Advertised location of puffin crossing is generally more acceptable than previous.</p>	<p>The signal equipment, including the numbers of poles &amp; heads, will be provided in accordance with Department for Transport standards &amp; specifications. Minimising the amount of equipment in line with the above parameters, providing hoods to the signal heads and turning the audible bleeper off overnight will all be investigated.</p> <p>The proposed street lighting does not form part of this consultation. It is to be provided irrespective of the puffin crossing provision.</p> <p>Decisions on where pedestrians are going to cross the A417 from such a development to access the village amenities will be made at the time of a full planning application.</p> <p>Noted</p>
Thames Valley Police	Have no objection to the proposal.	Noted
AGSR (A Group of Stanford Residents)	The crossing is not far enough north. It should be located closer to the Ware Road/Farm Piece roundabout. Consequently it is not on the pedestrian	Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse & Jockey Public House, not at the existing refuge just south of the

	<p>desire line.</p> <p>No assessment has been made of the actual need for a puffin crossing (footfall patterns &amp; volumes).</p> <p>Other, busier, roads in Oxfordshire such as the A420 at Watchfield/Shrivenham and the A338 at East Hanney only have pedestrian refuges. Why do we need a puffin (signalled) crossing on Faringdon Road, Stanford in the Vale?</p> <p>The two long established &amp; useful dropped kerbs close to the Pub and Garage should be maintained for the future convenience of village residents.</p>	<p>roundabout.</p> <p>See above response. The recommended location for the puffin crossing is 12m SE of its advertised location. This will place the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. Residents frequently request improved pedestrian crossing facilities on other busier roads such as the A338 &amp; A420.</p> <p>The existing dropped kerbs do not form part of this consultation.</p>
Resident, Spencers Close	<p>No technical study as to best place.</p> <p>Advertised puffin crossing position is a compromise which is no use to anyone.</p> <p>The need for a puffin crossing &amp; associated street lighting is unnecessary urbanisation. A refuge should suffice</p>	<p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse &amp; Jockey Public House. Therefore the recommended location for the puffin crossing is 12m SE of its advertised location.</p> <p>The recommended location places the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. The proposed street lighting does not form part of this</p>

	<p>when compared to other new 'similar' developments in Oxfordshire. Already a refuge at the roundabout end; put another refuge in at the Pub/Garage end.</p> <p>Advertised puffin crossing position is not on the pedestrian desire line for residents of the new development. In particular, teenagers crossing the road to catch a school bus will not use it. Also, pedestrians coming out of the High Street to visit the pub will not use it.</p> <p>Advertised puffin crossing position is outside of this resident's property. He does not want it here, particularly as the chosen location is not based on County Council research and investigation.</p> <p>If proposal goes ahead, hopes there will be an opportunity to consult on the detail of the traffic lights themselves, the warning bleeper and any additional screening that can be put in place to minimise disruption to his property.</p>	<p>consultation. It is to be provided irrespective of the puffin crossing provision. Faringdon Road is too narrow at the Pub /Garage end to accommodate a refuge.</p> <p>Agreed. The recommended location for the puffin crossing is 12m SE of its advertised location. This will place the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>The recommended location for the puffin crossing is no longer outside of this resident's property. However, it is now outside the rear of his neighbour's property. Research &amp; investigation has been carried out by County Officers in order to select this location.</p> <p>Issues around the detail of the traffic lights have been raised by some as part of this consultation. The signal equipment, including the numbers of poles &amp; heads, will be provided in accordance with Department for Transport standards &amp; specifications. Minimising the amount of equipment in line with the above parameters, providing hoods to the signal heads and turning the audible bleeper off overnight will all be investigated. The signal heads on the NE side of Faringdon Road are approximately 7m from the back fence of the nearest Spencer Close property. Additional screening is not considered necessary.</p>
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	Will be looking to make a claim under the Land Compensation Act.	Noted.
Resident, Spencers Close (at same address as above)	<p>No evidence or narrative to show that full consideration has been given to the best/ chosen position of the puffin crossing.</p> <p>No evidence or narrative to show that due consideration has been given to the types of crossing available and that a puffin crossing is best for this location. It would totally urbanise this stretch of Faringdon Road.</p> <p>The position of the puffin crossing would not benefit the whole community.</p> <p>No evidence or narrative to show that the chosen crossing position is safe in terms of pedestrian/driver inter-visibility.</p> <p>Advertised puffin crossing position is adjacent to this resident's property. The crossing will be a nuisance in respect of noise (audible signal, users, &amp; traffic flow); light pollution (street lighting &amp; traffic lights); and particulate pollution/</p>	<p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse &amp; Jockey Public House. Therefore the recommended location for the puffin crossing is 12m SE of its advertised location.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. The Planning Inspector's view was that this stretch of Faringdon Road is already semi-urban &amp; that the addition of a puffin crossing would not constitute a significant change.</p> <p>The recommended location places the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>Both the advertised &amp; recommended locations for the puffin crossing accord with the visibility requirements of Local Transport Note 2/95. Siting the crossing at its recommended location increases the inter-visibility.</p> <p>The recommended location for the puffin crossing is no longer outside of this resident's property. However, it is now outside the rear of her neighbour's property. Turning the audible signal off overnight and providing hoods to the traffic lights will both be investigated. The proposed street lighting does not form part of this consultation. It is to be provided</p>



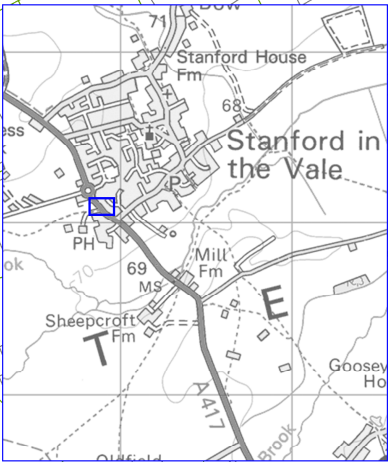
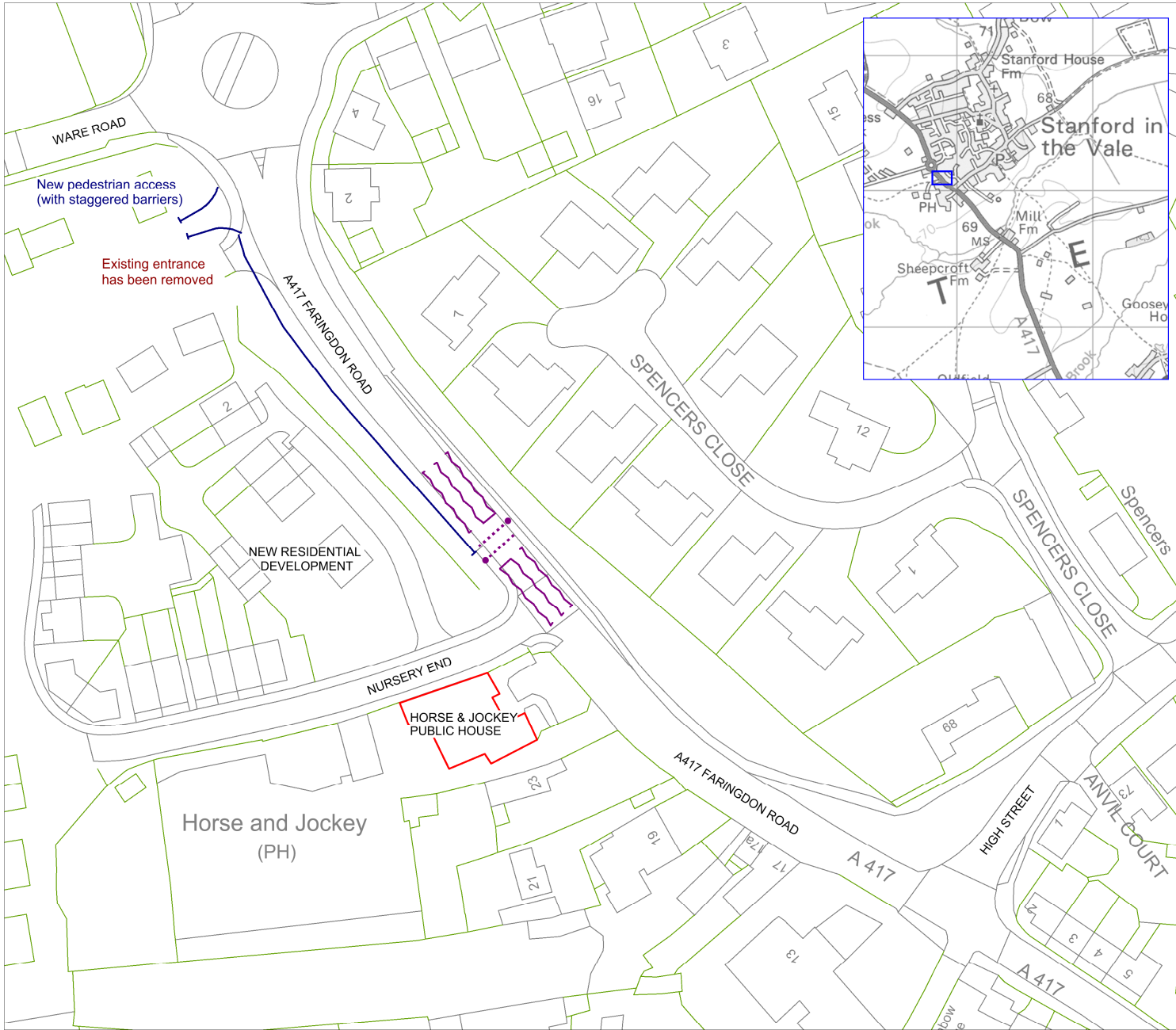
	<p>health (reduction in air quality, family have asthma sufferers and annoyance &amp; stress).</p> <p>Resident's outlook would change from being leafy and rural to being urban and the residents wish to remain in their property would change.</p>	<p>irrespective of the puffin crossing provision. Unfortunately there will always be some dis-benefit to the implementation of traffic management measures. However, this is generally considered to be outweighed by the greater benefit to the wider community.</p> <p>The Planning Inspector's view was that this stretch of Faringdon Road is already semi-urban and that the addition of a puffin crossing would not constitute a significant change. The signal heads on the NE side of Faringdon Road are approximately 7m from the back fence of the nearest Spencer Close property.</p>
Resident, Spencers Close	<p>The logical location for the puffin crossing was as originally proposed (outside of the Horse &amp; Jockey Public House).</p> <p>If it really must be moved the current proposed location is a little too far NW from the Nursery End junction and should go back ten yards SE towards its original position. This will place the crossing in the correct location for the majority of the expected users.</p> <p>The proposal to install street lighting along the whole of the A417 at this location is not at all necessary.</p>	<p>Noted however the Parish Council asked that an alternative location should be considered.</p> <p>Agreed. The recommended location for the puffin crossing is 12m SE of its advertised location.</p> <p>The proposed street lighting does not form part of this consultation. It is to be provided irrespective of the puffin crossing provision.</p>
Resident, Spencers Close & member of the	In a questionnaire survey run by the NPSC in 2014, 80% of Stanford	Noted.

<p>Stanford in the Vale Neighbourhood Plan Steering Committee (NPSC)</p>	<p>parishioners surveyed felt that there was a high, or very high, need for a pedestrian crossing on the A417 between the Ware Road/Farm Piece roundabout and the High Street junction.</p> <p>The natural desire line for those walking or cycling to the school, playschool, football field or village hall would take them out of the pedestrian access at the NW end of the development, then along Farm Piece, Mawkes Close and Huntersfield. Therefore, feels that a better location for the puffin crossing would be immediately south of the Ware Road/Farm Piece roundabout.</p>	<p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse &amp; Jockey Public House.</p>
<p>Resident, Joyces Road,</p>	<p>Puffin crossing should be located much closer to Ware Road / Farm Piece roundabout. There is a direct pedestrian route from the footpath at the NW end of the development, through Farm Piece, to the village centre.</p> <p>The advertised location is not on any pedestrian desire line.</p> <p>If the crossing was located closer to the roundabout then this would negate the</p>	<p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse &amp; Jockey Public House.</p> <p>The recommended location for the puffin crossing is 12m SE of its advertised location. This will place the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>The proposed street lighting does not form part of this consultation. It is to be provided irrespective of the puffin</p>

	<p>need for additional street lighting.</p> <p>Traffic/pedestrian volumes do not justify provision of a puffin (signalled) crossing. The A417 carries 57% of traffic compared to the A338. The A338 at East Hanney only has a pedestrian refuge; Stanford in the Vale should have the same. This would be less intrusive to the countryside environment.</p> <p>Regard must also be paid to retaining two long established dropped kerb points which are regularly used. The developer has advised that they are earmarked for removal.</p>	<p>crossing provision.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. East Hanney Parish Council &amp; residents are campaigning at present for improved pedestrian crossing facilities on the A338. The Planning Inspector's view was that this stretch of Faringdon Road is already semi-urban and that the addition of a puffin crossing would not constitute a significant change.</p> <p>The existing dropped kerbs do not form part of this consultation.</p>
Resident, Faringdon Road	<p>No public consultation.</p> <p>No evidence based decision on location.</p> <p>Crossing should be located at the pedestrian access point at the NW end of the development, adjacent to the Ware Road/Farm Piece roundabout. This is the natural point for a number of reasons.</p> <p>Other roads such as the A338 &amp; A420</p>	<p>This document reports the results of the public consultation.</p> <p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse &amp; Jockey Public House.</p> <p>See above response.</p> <p>The County Council sought to obtain the best/safest type of</p>

	have more vehicles but only have refuges, not signalled crossings.	pedestrian crossing for the residents of Stanford in the Vale. Residents frequently request improved pedestrian crossing facilities on the A338 & A420.
Residents, Faringdon Road (all at the same address)	<p>Not a proper consultation.</p> <p>No need for a puffin crossing. Other busier roads only have refuges.</p> <p>Not on pedestrian desire line, therefore an expensive &amp; unused installation.</p> <p>No analysis of chosen location.</p> <p>Locating the crossing near to the Ware Road/Farm Piece roundabout would require fewer signs/poles and no additional street lighting.</p> <p>Excessive street lighting over this short stretch of the A417.</p> <p>Use of spinning cones on the crossing</p>	<p>This document reports the results of the public consultation.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. Residents frequently request improved pedestrian crossing facilities on other busier roads such as the A338 &amp; A420.</p> <p>The recommended location for the puffin crossing is 12m SE of its advertised location. This will place the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse &amp; Jockey Public House.</p> <p>See above response.</p> <p>The proposed street lighting does not form part of this consultation. It is to be provided irrespective of the puffin crossing provision.</p> <p>Rotating cones are a standard feature on crossing push-</p>

	<p>push-button units dismissed.</p> <p>Existing dropped kerbs outside of the Pub and Garage need to be re-instated.</p>	<p>button units to aid deaf/visually impaired users.</p> <p>The existing dropped kerbs do not form part of this consultation.</p>
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Drawing No.

Revision 4

Proposed new crossing detail (recommended location)

Proposed new 2m wide footway

Notes.


\* Distance from left turn drivers position at Nursery End 'give way' line to A417 Puffin STOP line - 10m.

\* Width of crossing - 3m.

\* Distance between Puffin STOP line and studs - 3m.

\* Distance from Nursery End centre line to Puffin centre line - 17.3m.

Site Location

OXFORDSHIRE  
COUNTY COUNCIL

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Environment and Economy  
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CONSULTATION PLAN  
RECOMMENDED LOCATION

A417 FARINGTON ROAD,  
STANFORD-IN-TH-VALE  
PROPOSED PUFFIN CROSSING

Drawing Status

Drawn by:

CJM

Date drawn:

03/03/2016

Checked by:

LT

Date checked:

03/03/2016

Approved by:

LT

Date approved:

03/03/2016

Drawing No.

Revision 4

Division(s): Carterton South & West, Burford & Carterton North

## **CABINET MEMBER FOR ENVIRONMENT - 17 MARCH 2016**

### **PROPOSED 20MPH SPEED LIMIT ZONE & PROHIBITION OF MOTOR VEHICLES – SWINBROOK ROAD, CARTERTON**

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

#### **Introduction**

1. This report presents objections received in the course of a statutory consultation on proposals to introduce a 20mph speed limit zone and a prohibition of motor vehicles along a section of Swinbrook Road associated with the adjacent residential development.

#### **Background**

2. In response to the extensive development of land for housing on either side of the northern end of Swinbrook Road, and in line with issues considered at planning application, the developer (David Wilson Homes) is proposing a number of traffic measures to ameliorate the effects of the development on the existing residential area. The proposals consist of a new 20mph zone (as shown at Annex 1), a prohibition of driving with the road closure controlled by bollards (at the location shown at Annex 2), and some traffic calming (as shown at Annex 3).

#### **Consultation**

3. Formal consultation on the proposals was carried out between 06 January and 05 February 2016. Letters were sent to approximately 120 properties in the immediate area, whilst street notices were also put up at intervals along the street. A public notice was advertised in the Witney & West Oxford Gazette on 06 January with an email sent to the statutory consultees, including Thames Valley Police, Fire & Rescue Service, Ambulance service and local County Councillors.
4. A total of 6 responses were received as part of the consultation process, including two objections to the 20mph speed limit and one objection to the prohibition of driving. These along with other comments received as part of the consultation are summarised at Annex 4.
5. Thames Valley Police objected to the proposed 20mph speed limit as they perceived overall lack of physical measures to actively reduce speeds sufficiently to ensure self and legal compliance. A resident of Swinbrook Road also objected to the 20mph limit but on the grounds that it should be extended further along existing roads.

6. One resident objected to the prohibition of driving as they felt that not enough consideration had been given to properties in the immediate vicinity and their access requirements.
7. Other respondents either supported the proposals or raised issues relating to the design of the new development which were not subject to consultation – these can be considered as part of the detailed design of the site.

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

8. In response to the concerns raised by Thames Valley Police, it should be noted that a raised table at the new cross road junction (shown in **Annex 3**) is planned, and this coupled with appropriate signing is envisaged to ensure a good level of compliance with the limit.
9. Extending the 20mph speed limit zone further along Kilkenny Lane (i.e. eastwards from the bollards at the northern end of Swinbrook Road) was not considered due to the fact that it would not be impacted from the residential development, with little or no extra traffic expected.
10. With regards to the prohibition of driving, the benefit of this restriction to the wider community is that it prevents vehicles travelling to/from the new development from adding to the level of traffic on the existing residential part of Swinbrook Road. Careful consideration has been given to the location of the closure point and the proposed location is the only suitable place to provide the overall benefits.
11. The requirement for bollards with access for emergency vehicles and buses was requested and agreed as part of the planning permissions, all stakeholders were consulted in response to the planning application. The agreed bus route through the development and along Swinbrook Road will not be implemented immediately. Should this be introduced in the future it will be necessary to replace bollards with some form of bus gate. It is unlikely that police, fire or ambulance services will need access along Swinbrook Road, but an emergency option to them will remain.
12. With regards to the request for parking restrictions in relation to the section of Swinbrook Road near the football club, these are not considered necessary at this time nor are they required as part of the new development.

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

13. The proposals would help reduce the risk of accidents, improve road safety and facilitate the easier flow of motor traffic in the area.

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



14. Full funding for the proposal has been secured from the local developer undertaking the adjacent residential works.

## **RECOMMENDATION**

15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals set out in this report as advertised.**

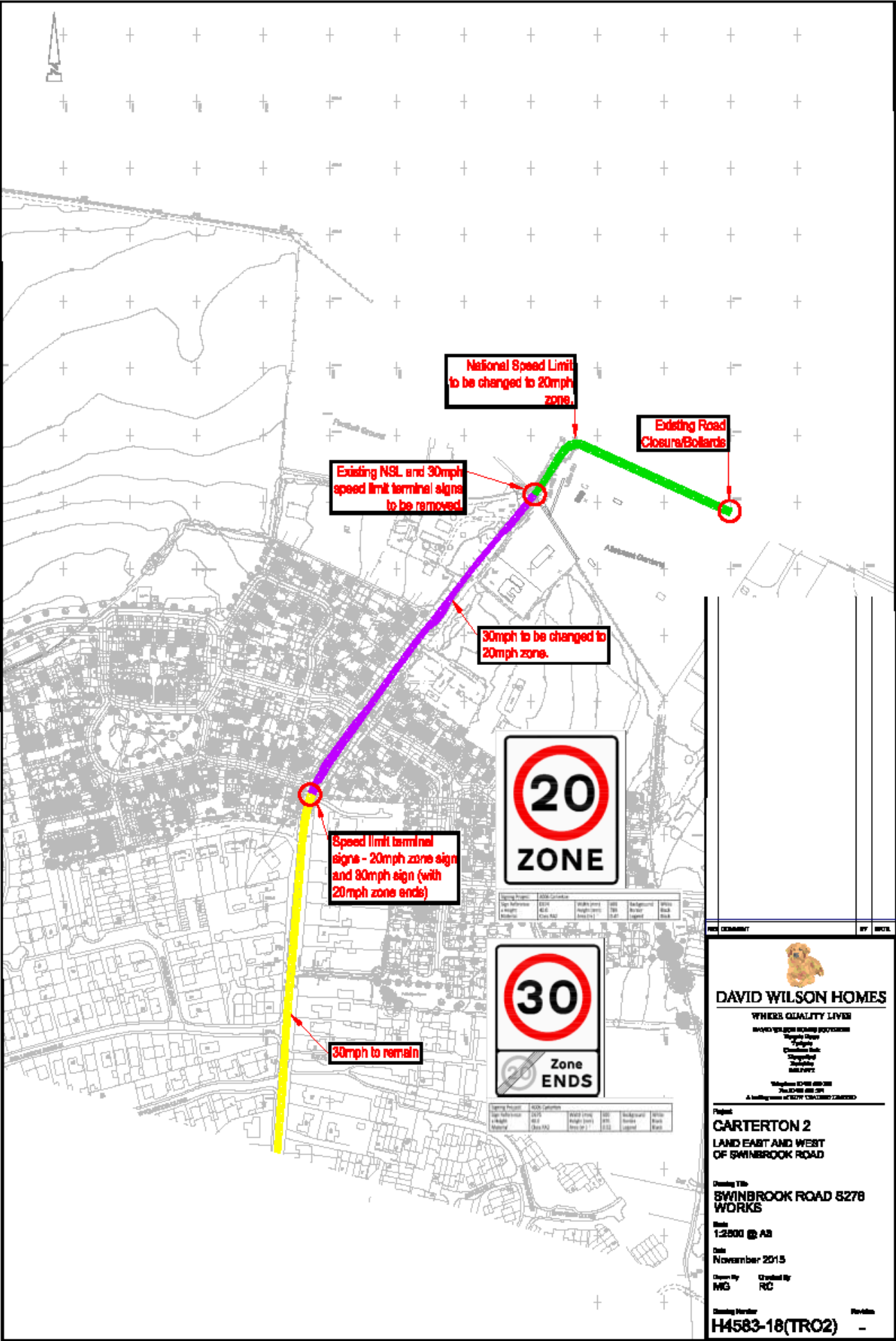
MARK KEMP

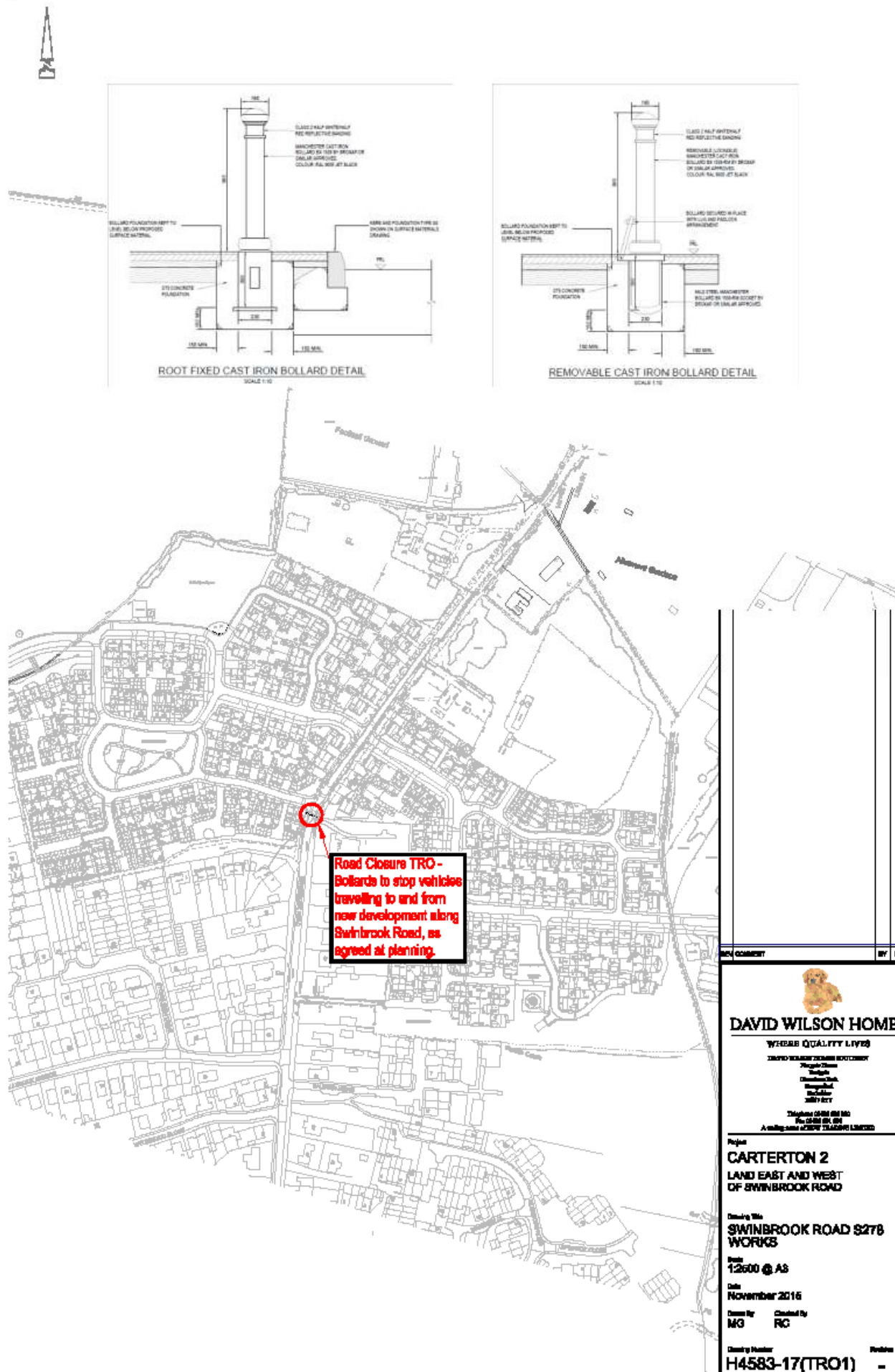
Deputy Director of Environment & Economy (Commercial)

Background papers:      Plan of proposed restrictions  
                                    Consultation responses

Contact Officers:          Owen Jenkins 01865 323304

March 2016





REV. COMMENT BY: C

**DAVID WILSON HOME**

WHERE QUALITY LIVES

DAVID WILSON HOMES LTD

Project/Client

Construction/Design

Manager/Architect

2007/2011

Telephone: 01246 888 888

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A trading name of DAVID WILSON HOMES LTD

Project

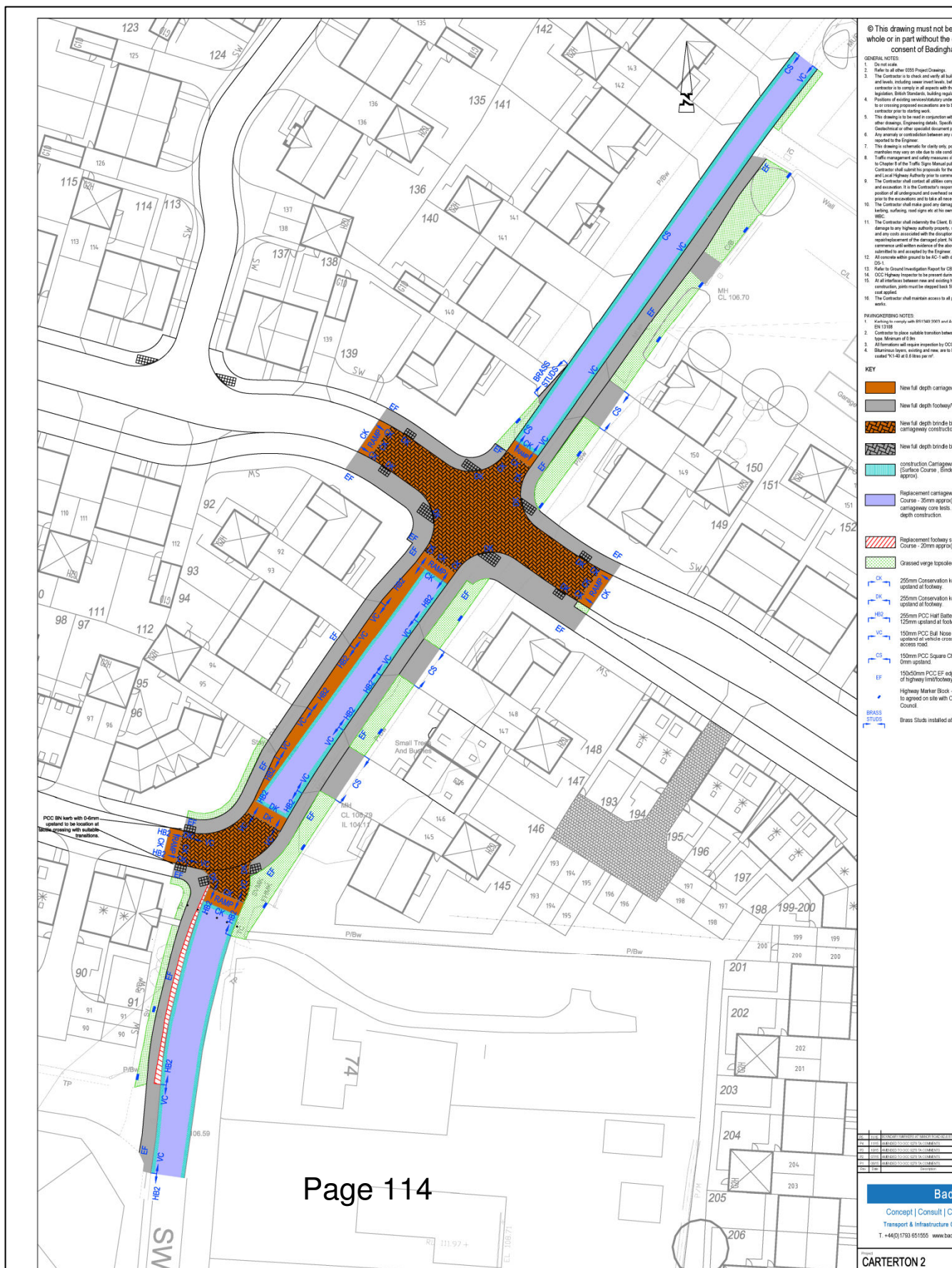
**CARTERTON 2****LAND EAST AND WEST  
OF SWINBROOK ROAD**

Drawing Title

**SWINBROOK ROAD S27B  
WORKS**Scale  
**1:2500 @ A3**Date  
**November 2016**Drawn By  
**MG** Checked By  
**RC**Drawing Number  
**H4583-17(TRO1)**

Revision

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## ANNEX 4

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	<p>Objects (the 20mph speed limit zone) - due to the following reasons:</p> <ul style="list-style-type: none"> <li>Thames Valley Police will object to the 20mph speed limit zone as the physical aspect of the junction treatment on the section of Swinbrook road considered for 20mph speed limit, may not reduce speeds sufficiently for legal compliance.</li> <li>It is difficult to imagine the completed construction and I accept that the road is fairly narrow with some bends however without raised or narrowing features may allow excessive speeds</li> </ul> <p>Supports (the prohibition of driving) – with the following comments:</p> <ul style="list-style-type: none"> <li>Thames Valley Police have no objection to the restriction to motor vehicle on Swinbrook Road with physical measures to enforce the proposal.</li> </ul>
Carterton Town Council	No objection.
Resident, (Swinbrook Road)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>Would like to see 20mph limit extended further eastwards to Burford Road (Brize Norton).</li> </ul>
Resident, (Swinbrook Road)	<p>Supports the proposed 20mph speed limit zone.</p> <p>Objects (the prohibition of driving) - due to the following reasons:</p> <ul style="list-style-type: none"> <li>Feels that consideration was not given to properties in the immediate vicinity.</li> </ul>

Resident, (Swinbrook Road)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ We would suggest that a footpath and the improved road be extended at least as far as Carterton Football Club. Many parents and children and dog walkers continually use the road to access the Country Park and Adventure Playground,</li> <li>▪ We also have serious reservations about the safety of the new road junction with Swinbrook Road bearing in mind the number of people using the road for above purpose.</li> </ul>
Resident, (Swinbrook Road)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> <li>▪ Would like clarification of why do emergency services need access along Swinbrook Road when alternative routes would exist,</li> <li>▪ Why do we need the added expense of retractable bollards,</li> <li>▪ Feel that there is a need for a dedicated pedestrian crossing where Swinbrook Road will be crossed by the new road on the developments. The developers have in place temporary crossing lights to control the crossing of traffic, will these become permanent ?</li> <li>▪ Will there be parking restrictions along the road past the bollards towards the football club ? The road is very narrow and access to properties, the football club and allotments must be maintained for emergency service access.</li> </ul>