



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

***Thursday, 12 January 2017 at 10.00 am
Committee Rooms 1 and 2, 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 Friday 20 January 2017 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

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

Peter G. Clark
County Director

January 2017

Contact Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 2 March 2017

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

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

4. Proposed Toucan Crossing - A361 Southam Road, Banbury (Pages 1 - 8)

Forward Plan Ref: 2016/119

Contact: David Tole, Traffic, Safety and Area Steward Manager Tel: 07920084148

Report by Interim Deputy Director for Environment & Economy - Commercial (CMDE4).

The report presents responses received in the course of a statutory consultation on a proposal to provide a toucan crossing on the A361 Southam Road at Banbury following development of land on the west side of the A361 Southam Road to construct a new retail store.

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

5. Oxford A420 The Plain Roundabout: Proposed Amendment to Loading Bay Restrictions on East Side of Roundabout (Pages 9 - 12)

Forward Plan Ref: 2016/111

Contact: David Tole, Traffic, Safety and Area Steward Manager Tel: 07920084148

Report by Interim Deputy Director for Environment & Economy - Commercial (CDME5).

The report presents an objection received in the course of a statutory consultation on a proposal to amend the operative hours of the 30 minute Vehicle Loading Bay on the eastern side of The Plain roundabout.

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

6. Proposed Parking Restrictions - Great Western Park, Didcot (Pages 13 - 38)

Forward Plan Ref: 2016/124

Contact: David Tole, Traffic, Safety and Area Steward Manager Tel: 07920084148

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

Consultation responses for proposals for parking and loading restrictions and a 20mph speed limit zone were first considered by the Cabinet Member for Environment on 21 July 2016 following which he approved the general principle of parking restrictions during the day but instructed officers to undertake further consultation with the Great Western Park Residents Association and local Members to see if the proposed restrictions could be relaxed to allow some evening parking.

The current report presents the outcome of that further local consultation relating to proposed parking restrictions on Sir Frank Williams Avenue, the spine road at Great Western Park that links the A4130 (Didcot to A34 Road) and the B4493 (Didcot to Harwell Road).

The Cabinet Member for Environment is RECOMMENDED to:-

- (a) ***note that the outcome of the further consultation as described in paragraph 2 of the report (CMDE6) was that no amendment to the proposals as advertised is considered appropriate on the grounds of the safe movement of traffic; and***
- (b) ***confirm approval of the parking restrictions as advertised.***

7. Proposed Speed Limit Change - B4017 Abingdon Road, Drayton
(Pages 39 - 44)

Forward Plan Ref: 2016/126

Contact: David Tole, Traffic, Safety and Area Steward Manager Tel: 07920084148

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

This report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit on the B4017 Abingdon Road at the north end of Drayton village proposed by developers as part of works to create a new access for a residential development.

The Cabinet Member for the Environment is RECOMMENDED to:-

- (a) ***not approve the proposals to extend the speed limit as advertised; and***
- (b) ***instruct officers to consult on a revised proposal to introduce a 40mph limit in place of the existing 50mph limit between Drayton and Abingdon.***

8. Proposed Amended Traffic Calming Measures - Hanney Road, Steventon (Pages 45 - 50)

Forward Plan Ref: 2016/122

Contact: David Tole, Traffic, Safety and Area Steward Manager Tel: 07920084148

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

This report presents responses received in the course of a statutory consultation on a proposal to amend an existing traffic calming feature on the Hanney Road at Steventon in response to an approved development of land on the south side of the Hanney Road at Steventon.

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

9. Proposed Speed Limit Change - Access Road to Kingston Business Park, Kingston Bagpuize (Pages 51 - 54)

Forward Plan Ref: 2016/120

Contact: David Tole, Traffic, Safety and Area Steward Manager Tel: 07920084148

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

Further development around the Kingston Business Park, including a new housing development and revised access arrangements for the adjacent sports ground will result in increased use of the access road. This report presents responses received in the course of a statutory consultation on a proposal by the developers to introduce a 30mph speed limit on the full length of public access road to the Park.

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

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| Division(s): Banbury Hardwick; Banbury Grimsbury and Castle |
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CABINET MEMBER FOR ENVIRONMENT – 12 JANUARY 2017

PROPOSED TOUCAN CROSSING – A361 SOUTHAM ROAD BANBURY

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

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to provide a toucan crossing on the A361 Southam Road at Banbury.

Background

2. Development of land on the west side of the A361 Southam Road to construct a new retail store will result in increased demand for pedestrians and cyclists to cross the road in the vicinity of the store, and a toucan crossing (a signalled crossing for the use of both pedestrians and pedal cyclists) is proposed as shown in Annexes 1 & 2 to provide a safe and convenient crossing point.

Consultation

3. The formal consultation on the above proposal was carried out between 28 October and 27 November 2016. A public notice was placed in the Oxford Times, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Banbury Town Council and the local County Councillors. Additionally, street notices were placed in the vicinity of the proposed crossing and letters sent to adjacent premises.
4. Three responses were received. Thames Valley Police expressed no objection, but commented from a road safety perspective on the site characteristics and traffic conditions in the vicinity of the proposed location. Two further objections were received on the grounds of increased traffic delays and additional difficulties for traffic – in particular HGV's - turning onto the A361 Southam Road from an adjacent side road serving commercial/retail premises. These responses are summarised at Annex 3. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Review of responses

5. The response from Thames Valley Police expressed no objection, but had a reservation on safety grounds due to the high traffic flows and close proximity of the crossing to several busy retail access roads. While this concern is noted, the siting of the crossing fully complies with Department for Transport guidelines on location of crossings in respect of nearby side roads, and although the Southam Road is a busy road, experience of toucan crossings on roads with similar traffic flows and close to comparably busy side roads does not indicate any safety problems as a result.
6. The objection on the grounds that safety would be compromised for large vehicles turning right onto the Southam Road from the access south of the proposed crossing due to traffic queuing across the junction is also noted. Such difficulties do not appear to be recorded at other sites with a similar layout to that being proposed and with similar traffic flows (albeit it is acknowledged that the proportion of HGV's using this specific access is likely to be higher than average). It would be possible to place a 'Keep Clear' marking at the junction with Marley Way (to indicate to southbound drivers the need to keep the junction clear) should this be shown to be necessary.
7. It is accepted in respect of the objection relating to the proposed crossing adding to traffic delays that traffic will be held up when the crossing is in use, but such delays are considered proportionate given the need to safely provide for pedestrians and cyclists crossing the road, and will not be excessive on the basis of crossings provided on roads with similar traffic volumes and where crossing demand is appreciably higher than is anticipated to be the case here. The suggestion that a zebra crossing is provided rather than a toucan crossing is noted, but as well as a toucan crossing providing for both pedestrians and cyclists it is also considered a more appropriate type of facility for this location.

How the Project supports LTP4 Objectives

8. The proposals would help facilitate safe movement of traffic.

Financial and Staff Implications (including Revenue)

9. Funding for the crossing has been provided by the developer of the adjacent land.

RECOMMENDATION

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

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

January 2017

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

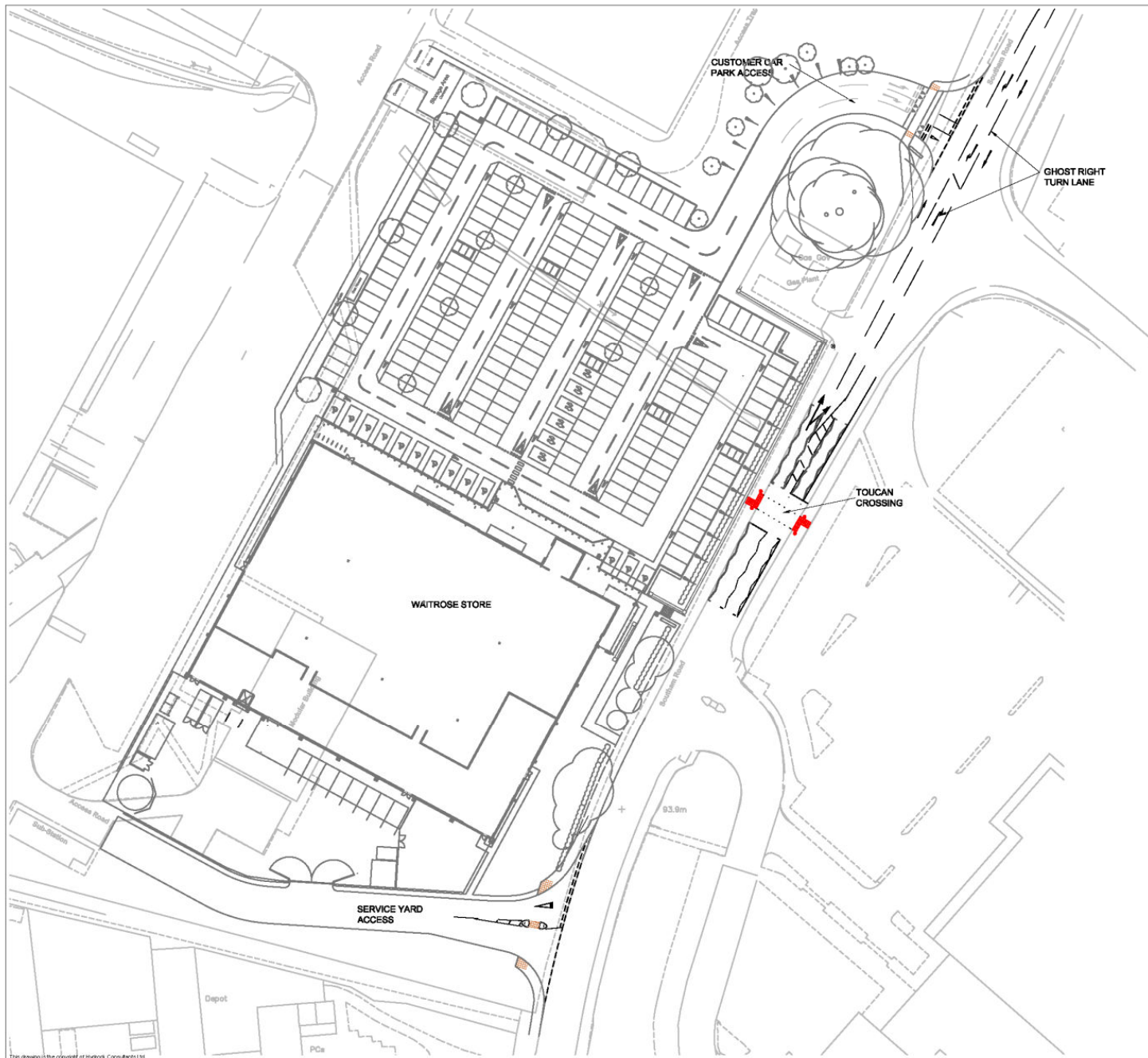


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Date drawn: 24/10/2016
 Drawn by: CJM

Map centre:
 easting. 445423, northing. 241467



- NOTES:**
1. ALL DIMENSIONS ARE TO BE CHECKED ON SITE BEFORE THE COMMENCEMENT OF WORKS. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ARCHITECT & ENGINEER FOR VERIFICATION. FIGURED DIMENSIONS ONLY ARE TO BE TAKEN FROM THIS DRAWING.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEER AND SERVICE ENGINEERS' DRAWINGS AND SPECIFICATIONS.

| T1 | 07.10.16 | TENDER ISSUE | GW | JH |
|--|----------|--------------|----------|------------------------|
| Rev | Date | Description | By | Ctd |
| Architect: CORSTORPINE + WRIGHT | | | | |
|  | | | | |
| Client:  | | | | |
| Project Title: WAITROSE BANBURY | | | | |
| Drawing Title: SECTION 278 SIGNALISED CROSSING PLAN | | | | |
| Drawing Status: TENDER ISSUE | | | | |
| Hydrock Job No: C14461 | | | | |
| Drawn | Checked | Scale/As | Date | Issue Date |
| GW | JH | NTS | 07.10.16 | 07.10.16 |
| Drawing Number: C14461/C/113 | | | | Revision: T1 |

| RESPONDENT | SUMMARISED COMMENTS |
|------------------------------------|--|
| (1) Thames Valley Police | <p>No objection – with the following comments:</p> <ul style="list-style-type: none"> Thames Valley Police have no objection to the proposal, but do have some reservation on safety grounds due to the high traffic congestion potential and close proximity to several busy retail access roads all diverging onto Southam Road. |
| (2) Local Business, (Southam Road) | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> The proposed crossing will compromise HGV drivers ability to turn right out of the junction with Homebase onto the A361. The introduction of a Toucan crossing will result in traffic queuing across the junction which will severely impact HGV drivers' ability to manoeuvre safely. |
| (3) unknown, (online response) | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> This part of the Southam Road is subject to enough delays as it is. I think this will just exacerbate the issue further, If you MUST put a crossing here, please make it a zebra crossing to avoid too much disruption to the flow of traffic. |

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Division(s): St Clement's and Cowley Marsh; Iffley Fields and St Mary's

CABINET MEMBER FOR ENVIRONMENT – 12 JANUARY 2017

OXFORD: A420 THE PLAIN ROUNDABOUT: PROPOSED AMENDMENT TO LOADING BAY RESTRICTIONS ON EAST SIDE OF ROUNDABOUT

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 amend the operative hours of the 30 minute Vehicle Loading Bay on the eastern side of The Plain roundabout.

Background

2. In 2014 proposals were advertised and approved to amend the provision for the use of the laybys at The Plain roundabout in conjunction with the major improvement scheme for the roundabout. The approved restrictions for the layby on the east side of the roundabout permitted its use for loading between 7.30am and 6.30pm, with the layby available as a taxi rank outside these hours.
3. Subsequent to the completion of the improvement works in 2015, it came to light that the hours of operation of the loading bay allowed for in the new traffic regulation order did not align with an Oxford City Council order made in 1984 which established the taxi rank between 8pm and 6am.
4. It was therefore considered appropriate to consult on an amendment to the traffic regulation order to permit loading between 6am to 8pm, with its use as a taxi rank outside these hours then aligning it with the Oxford City Council order.

Consultation

5. A formal consultation on the proposal was carried out between 13 May and 10 June 2016. This comprised a public notice being published in the Oxford Time, street notices being provided at the layby, an email sent to statutory consultees, including Thames Valley Police, the Fire and ambulance services, and local consultees. Letters were also sent to adjacent premises, and a dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals.
6. Three responses were received (as detailed in Annex 1), comprising an objection from the City of Oxford Licenced Taxi Association (COLTA), and

responses from Oxford City Council and Thames Valley Police expressing no objection, but with Oxford City Council querying the current absence of marking of the taxi rank within the layby.

7. The objection from COLTA was on the grounds that the proposed change would put an unnecessary burden on taxi drivers who used the rank conveniently and effectively at its current timings, which they considered were appropriate; in particular the current starting time of the rank (6.30pm) suited a considerable number of customers from St Clements, Cowley Road or Iffley Road travelling into the city centre and elsewhere in the city. Reverting the starting time to 8pm would prove problematic for customers. For these reasons COLTA believe that to extend the hours of the loading bay as advertised would have a detrimental effect on their trade and that the passengers they wished to serve would suffer unnecessarily. They requested therefore that no change was made to the current provision.

Response to objection

8. While COLTA's comments are noted they seem, however, to have misunderstood that the proposal does not alter the approved hours of operation of the rank (8pm – 6am daily) which have been in place since 1984. As the taxi licencing authority it would be for Oxford City Council to promote any changes to the timing of the rank – should that happen we would seek to amend the timing of the loading bay to match.
9. Furthermore, in the light of recent decisions regarding the use of Queen Street by taxis etc, it may well be appropriate for there to be a review of rank provision across the City Centre. For the present it is considered appropriate to bring the operational hours of the loading bay into line with the taxi rank, thus avoiding any anomaly which could prejudice enforcement and potentially make the bay unusable by taxis.

How the Project supports LTP4 Objectives

10. The proposals would help facilitate safe and efficient movement of traffic at this busy location.

Financial and Staff Implications (including Revenue)

11. The proposal has been undertaken by County Environment & Economy officers as part of their normal duties.

RECOMMENDATION

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

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148
January 2017

Summary of consultation responses

| RESPONDENT | SUMMARISED COMMENTS |
|----------------------|--|
| Thames Valley Police | No objection. |
| Oxford City Council | As the proposal doesn't affect the times of the rank there shouldn't be a problem; a query was raised on the current marking of the rank within the bay but this is unrelated to the proposal. |
| COLTA | <p>COLTA objects to this proposal. For the times to be extended for this loading bay either side, morning and most certainly evening will put unnecessary burden on drivers who use this area conveniently and effectively at its current timings which are appropriate in terms of parking there and waiting for passengers. Certainly in the evenings, 18:30 and beyond is a busy time and people require taxis quite often walking from Saint Clements, Cowley Road or even Iffley Road, upon seeing a taxi parked on this bay, will more than likely hire it and head into the City Centre. To have the time extended to 20:00 will no doubt prove problematic for customers wanting a taxi at a busy time but unable to find a taxi because of the restriction time pushed back.</p> <p>Another thing to note is that drivers when heading home or indeed just starting a shift use this bay at its current unrestricted timings and pick up jobs to bring them into the city centre or even towards their home if they're finishing. For these reasons we believe that to extend the restrictive times of this bay morning and evening will have a detrimental effect on our trade and the passengers whom we wish to serve will suffer unnecessarily. We therefore request that the current times should be adhered to.</p> |

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| Division(s): Didcot West; Hendreds and Harwell |
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CABINET MEMBER FOR ENVIRONMENT – 12 JANUARY 2017

PROPOSED PARKING RESTRICTIONS GREAT WESTERN PARK, DIDCOT

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

Introduction

1. This report presents the outcome of a further local consultation relating to proposed parking restrictions on Sir Frank Williams Avenue, the spine road at Great Western Park that links the A4130 (Didcot to A34 Road) and the B4493 (Didcot to Harwell Road).

Background

2. The consultation responses for proposals for parking and loading restrictions and a 20mph speed limit zone were reported to the Decisions meeting on 21 July 2016 (a copy of that report is attached at Annex 1). Following consideration of these responses and further representations made verbally at that meeting, the Cabinet Member approved the general principle of parking restrictions during the day but instructed officers to undertake further consultation with the Great Western Park Residents Association and local Members to see if the proposed restrictions could be relaxed to allow some evening parking.

Consultation

3. In advance of carrying out the further consultation, officers met with representatives of the developer including their engineering consultants to review the layout of the spine road, taking account of the width of the road, its alignment and the location of junctions and bus stops. This included a detailed analysis of the swept paths of buses and larger vehicles to establish if there were locations where parking could be permitted outside the working day (taking account of the lower traffic flows) that would not present either a hazard or an obstruction to the passage of traffic.
4. Following this, a meeting was held on Wednesday 9 November at the Community Centre at Great Western Park which was attended by representatives of the developers, including their engineering consultants, officers from the County Council's Road Agreements Team and Traffic and Road Safety Team and the chair of the Great Western Park Residents Association.
5. The results of the technical assessment were presented at the meeting, when it was emphasised that a key design parameter - the width of the spine road,

- had been approved when planning permission for the development was granted, and that while it was now acknowledged that the narrow width of the road may in retrospect have been an error, there was now no possibility of that being amended. The effect of the narrow width of the road on the tracking of vehicles was judged by both County Council officers and the representatives of the developer to confirm the appropriateness of the proposed no waiting at any time restriction on the entire length of the spine road.

6. The Chair of the Great Western Park Residents Association expressed significant regret over the design parameters used for the spine road and also that traffic calming measures currently in place were insufficient to achieve acceptable levels of compliance with the 20mph speed limit zone. That presented a significant risk to residents, in particular to pedestrians crossing the road, and that additional traffic calming measures and a formal pedestrian crossing facility (such as a zebra crossing) were required.
7. The developer has provided a written summary of the matters discussed at the meeting, and these are shown in Annex 2.
8. The Residents Association continue to express disappointment over the design parameters used for the spine road, but acknowledged receipt of the confirmation requested that the waiting restrictions do not prohibit residents vehicles stopping to load and unload vehicles.
9. County Councillor Hards agreed after reviewing the further technical assessment of the possibility of relaxing the waiting restrictions that it is not practical to permit evening parking on parts of the road, with the understanding that stopping for the purposes of loading is permitted at all times. However, he shared the concerns of the residents association over speeding and their wish to see additional measures to address this problem.
10. County Councillor Lilly also expressed agreement on the matter of the parking but also raised concerns relating to wider planning issues in respect of the development.

How the Project supports LTP4 Objectives

11. The proposed waiting restrictions would help facilitate safe movement of traffic.

Financial and Staff Implications (including Revenue)

12. Funding for the waiting restrictions has been provided by the developer of the Great Western Park

RECOMMENDATION

13. **The Cabinet Member for Environment is RECOMMENDED to:-**

- (a) **note that the outcome of the further consultation as described in paragraph 2 above was that no amendment to the proposals as advertised is considered appropriate on the grounds of the safe movement of traffic; and**
- (b) **confirm approval of the parking restrictions as advertised.**

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

January 2017

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| Division(s): Didcot West / Hendreds & Harwell |
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CABINET MEMBER FOR ENVIRONMENT - 21 JULY 2016

**PROPOSED PARKING RESTRICTIONS, 20MPH SPEED LIMIT &
LOADING RESTRICTIONS
GREAT WESTERN PARK, DIDCOT**

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to (a) introduce no waiting at any time parking restrictions along Sir Frank Williams Avenue (the main spine road through the development) and partly into the adjoining side streets, (b) to implement a 20mph speed limit within the Northern and the District Neighbourhoods, and (c) to introduce a 1 hour with no return for 1 hour provision for loading in the vicinity of the proposed commercial/retail premises along the University Technical College access road, all within the Great Western Park residential development, Didcot.

Background

2. The various proposals are being put forward in response to the ongoing works within the Northern and District Neighbourhoods of the GWP development, in preparation for the adoption of the roads. The location and detail of these proposals are shown as follows:
 - (a) **Annex 1 to 6:** Proposed parking restrictions (plans from North to South),
 - (b) **Annex 7:** Proposed 20mph speed limit,
 - (c) **Annex 8:** Proposed loading bay restrictions.

Consultation

3. The Formal consultation on the proposed parking restrictions and speed limit was carried out between 14 April and 13 May 2016. Letters were sent to 218 residential properties immediately affected by the proposed parking restrictions, whilst street notices were also put up at intervals along the street. A public notice was advertised in the Oxford Times on 14th April and in the Oxfordshire Herald on 20 April. Finally, an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town and Harwell Parish councils and to the local County Councillors.

4. The consultation on the loading bay proposals was carried out between 28 April and 27 May 2016. Street notices were put up in the immediate vicinity, and public notices were advertised in the Oxford Times on 28 April and in the Oxfordshire Herald on 4 May. An email was again sent directly to the statutory consultees, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service and the local County Councillors.
5. A total of 12 responses were received during the entire consultation period, accounting for approx. 5% of people directly contacted. Objections to parts of the proposals were received from approximately half of those who responded, and these – along with those supporting the proposals and other comments received as part of the consultation - are summarised in Annex 9. Copies of all the responses received are available for inspection in the Members' Resource Centre.
6. Thames Valley Police (TVP) had no objection to the proposed parking restrictions or 20mph speed limit, although they were keen to stress that further engineering measures (rather than additional enforcement) could well be needed in the future should levels of residential complaints increase. They did however object to the loading bay restrictions, citing the considerable burden it would place upon Officers who would be required to observe vehicles over the proposed length of the restriction in order to establish if an offence had occurred. TVP would rather see the loading restriction limit reduced to 30 minutes (or less), however they stressed that should this occur, enforcement would still feature low down on the list of priorities.
7. Councillor Hards (local member for the Didcot West division) indicated support for the proposed 20 mph restrictions, considering them to be essential. He also supports the waiting restrictions, particularly on the spine road, although has some concerns about the level of restrictions on the side roads.
8. Didcot Town Council welcomed the proposed speed limit changes and stressed that the proposed loading bay restrictions was a necessary step forward for servicing businesses. They also supported the proposed parking restrictions as advertised.
9. No objections to the proposed 20mph speed limit zone were received, however the potential level and nature of enforcement likely to be carried out was queried.

Objections and concerns

10. The primary objection from those who responded centred on the loss of parking facilities for residents and their visitors. Objectors feared that without additional parking facilities being provided as part of the proposals, not only would residents suffer, but could lead to disputes between residents over inappropriate/inconsiderate parking (i.e. blocking of drives).
11. Residents were also concerned about their ability to occasionally park outside/near to their properties, especially for loading/picking up, as well as

the requirements for delivery vehicles needing somewhere to stop. There were also concerns raised that even with parking restrictions in place some residents would still park within a few metres of the junctions, which could be dangerous and creates a safety concern, due to the lack of visibility.

12. Some felt that the current restrictions (in terms of enforcement & lack of physical lines) were successful, and that there was no need to change what is already working.

Response to objections and concerns

13. It is acknowledged that the introduction of the proposed restrictions will reduce the amount of on-street parking space available but it is considered necessary to do so in order to allow safe passage of vehicles through the development.
14. In terms of provision for loading/unloading and waiting for passengers to board or alight, these activities are permitted where there are double yellow lines in place, providing that the highway is not obstructed.
15. For those that favoured the current parking restrictions and saw no reason to change the provision, it should be explained that the developer has already installed much of the proposed restrictions as part of the construction works (the roads are yet to be formally adopted) but in order for this to be legally enforceable once the roads have been adopted a Traffic Regulation Order is required.
16. In terms of the concerns expressed by TVP regarding the operational times of the loading bay, it is suggested that their request to reduce the maximum stay to 30 minutes be accepted. This can be reviewed in light of operational experience once there is some certainty about which retailers will need to make use of the facility.

How the Project supports LTP4 Objectives

17. The proposals would help facilitate the easier flow of motor traffic in the area, whilst also helping to reduce the risk of road traffic accidents and provide adequate space for safe loading/unloading in the commercial area.

Financial and Staff Implications (including Revenue)

18. Full funding for the proposal has been secured from the developer of the Great Western Park residential development. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

19. **The Cabinet Member for the Environment is RECOMMENDED to:-**

CMDE5

- (a) **approve implementation of no waiting at any time parking restrictions and 20mph speed limit zone proposals as advertised;**
- (b) **approve implementation of loading bay restrictions as advertised and amended as described in the report CMDE5**

MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Plans of proposed restrictions
 Consultation responses

Contact Officers: Owen Jenkins 01865 323304

July 2016

NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT OTHER DRAWINGS, DETAILS AND SPECIFICATIONS.
- NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING WITHOUT THE PRIOR PERMISSION OF THE ENGINEER.
- ALL LEVELS AND SETTING OUT GIVEN ON THIS DRAWING ARE TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS AND ANY DISCREPANCIES FORWARDED TO THE ENGINEER AS A MATTER OF URGENCY.
- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION

WHITE + YELLOW LINING SPECIFICATION:-

REFER TO BARNARD & ASSOCIATES LTD DOCUMENT 13192/REPORT RW001

WHITE LINING / YELLOW LINING ON BLOCK PAVING:-

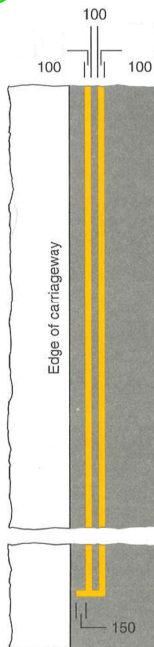
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD (COLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

SEE WEATHERLINE HOT APPLIED THERMOPLASTIC SCALED BY WJ PRODUCTS LTD

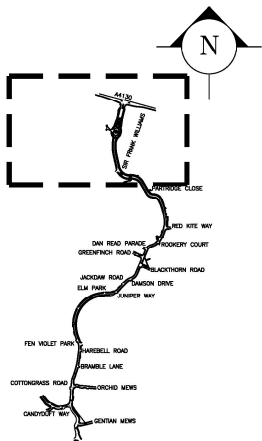
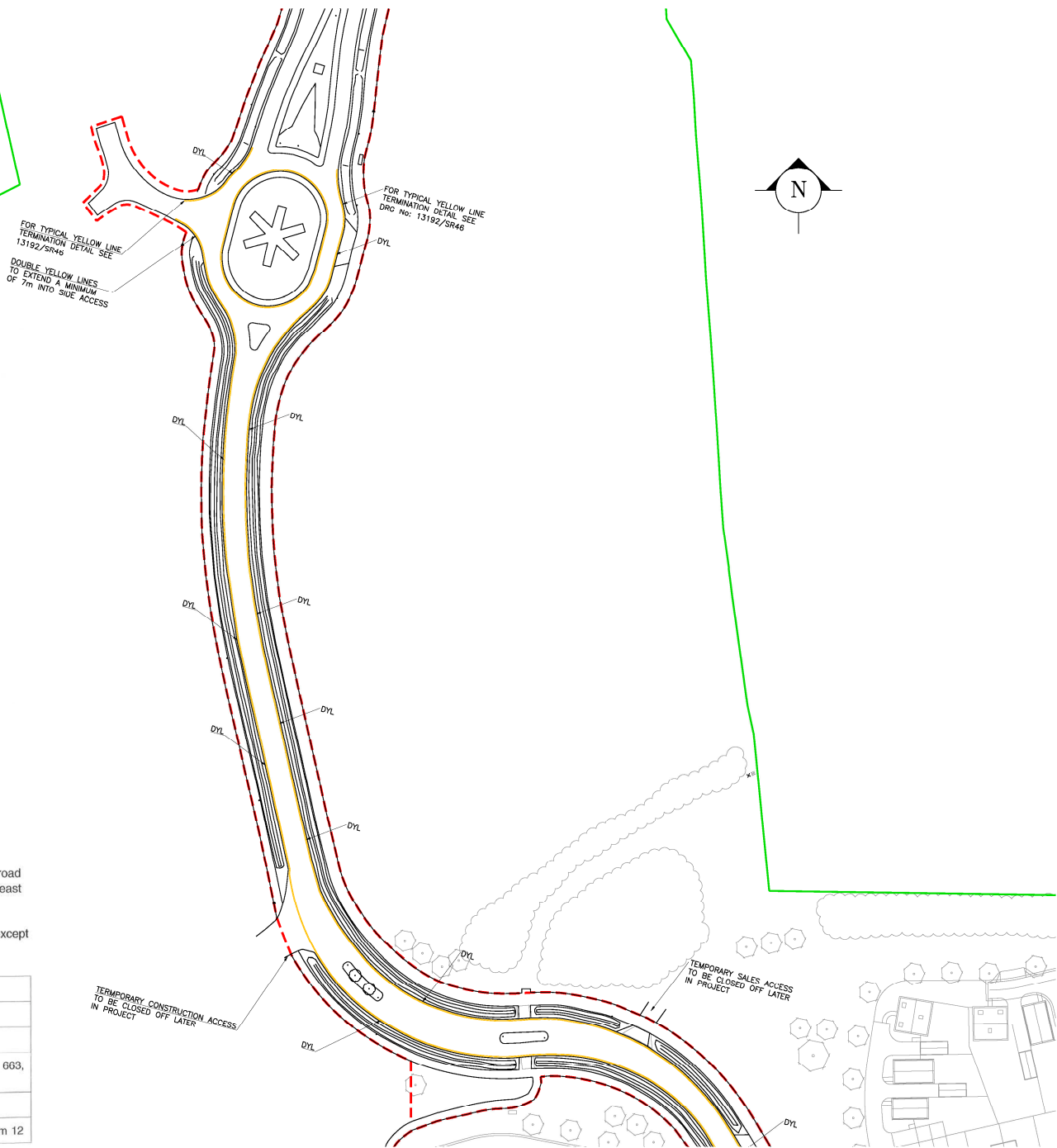
YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-

SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCALED BY WJ PRODUCTS LTD



- 1018.1
- Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
 - Stopping of vehicles in a lay-by prohibited except in emergency

| Item | |
|------|---|
| 1 | Regulations: 4 |
| 2 | Directions: 7, 18(1), 22, 24(1), 24(4) |
| 3 | Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062 |
| 4 | Permitted variants: None |
| 5 | Illumination requirements: Schedule 17, item 12 |



KEY PLAN

| Revision | Date | Description | Signed | Checked |
|----------|----------|---|--------|---------|
| P5 | 16.02.16 | OCC HIGHWAYS COMMENTS ADDED | BB | DP |
| P4 | 03.02.16 | OCC FINAL COMMENTS 04.02.16 ADDED | BB | DP |
| P3 | 15.12.16 | OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT | dp | DP |
| P2 | 11.11.16 | ISSUED FOR COMMENTS | AF | DP |

Client
TAYLOR WIMPEY

Job
GWP DIDCOT SOUTH OXFORDSHIRE

Title
SPINE ROAD YELLOW LINING SECTION 1

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Tel No. 0208 874 9005
Fax No. 0208 870 7366
Email: barnard@btinternet.co.uk

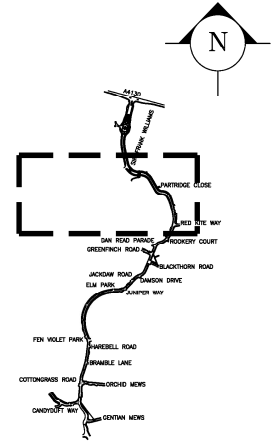


| | | | | | |
|---------|---------------------------|----------|-------------|----------|----|
| Scale | 1/500 (A1) 1/1000 (A3) | Dwg No. | 13192-SR150 | Revision | P5 |
| Drawn | BB | 30.10.15 | | | |
| Checked | TB | | | | |

F188 issue02 17.05.09

NOTES

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- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



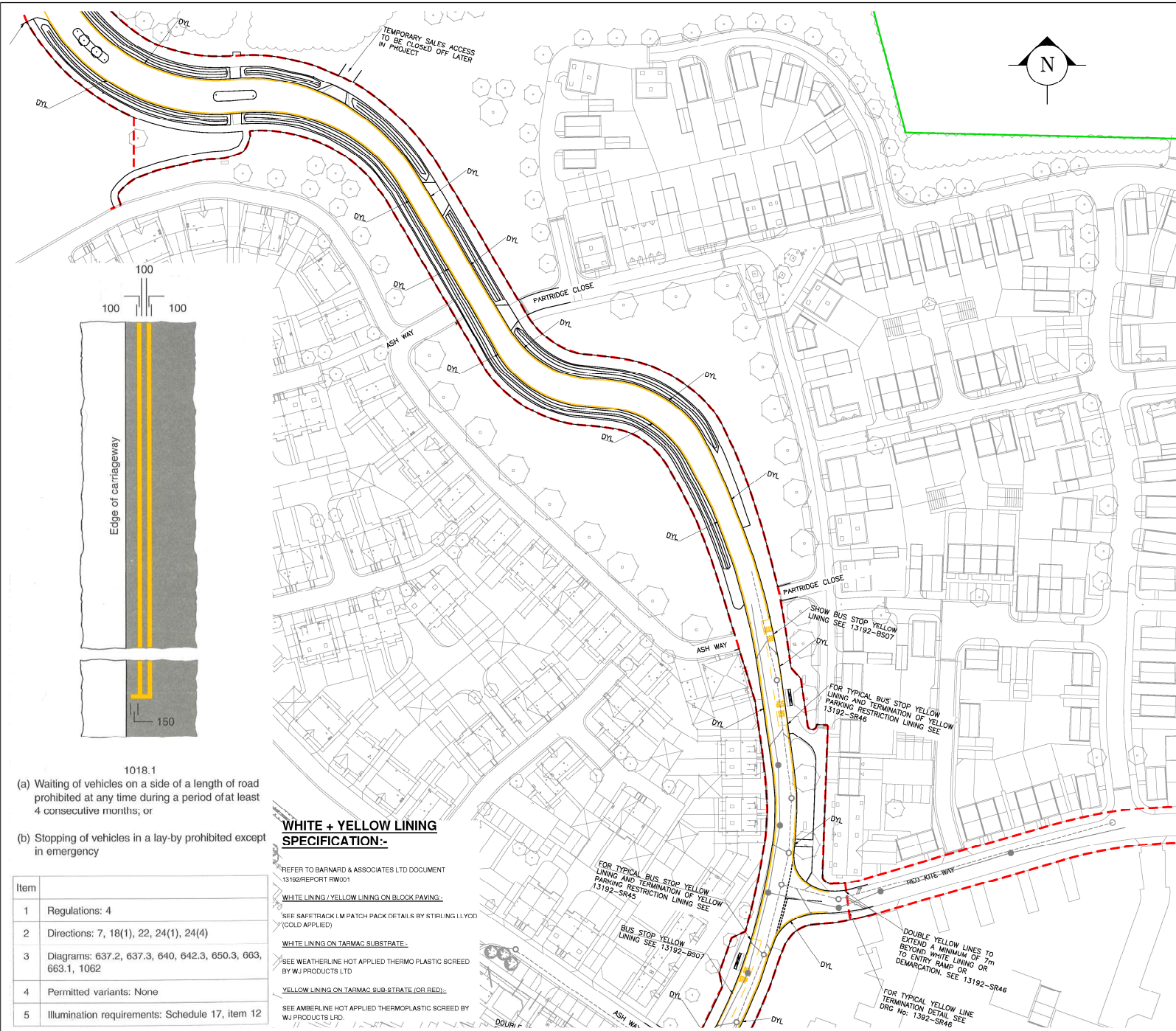
KEY PLAN

| Revision | Date | Description | Signed | Checked |
|----------|----------|---|--------|---------|
| P5 | 16.02.16 | OCC HIGHWAYS COMMENTS ADDED | BB | DP |
| P4 | 03.02.16 | OCC FINAL COMMENTS 04.02.16 ADDED | BB | DP |
| P3 | 15.12.15 | OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT | dp | DP |
| P2 | 11.11.15 | ISSUED FOR COMMENTS | AF | DP |

| | |
|--------|------------------------------------|
| Client | TAYLOR WIMPEY |
| Job | GWP DIDCOT SOUTH OXFORDSHIRE |
| Title | SPINE ROAD YELLOW LINING SECTION 2 |

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| | | | | | |

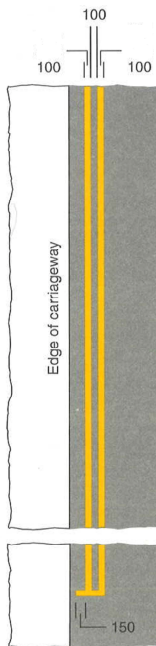


WHITE + YELLOW LINING SPECIFICATION:-

- REFER TO BARNARD & ASSOCIATES LTD DOCUMENT 13192/REPORT RW001
- WHITE LINING / YELLOW LINING ON BLOCK PAVING:-
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD (GOLD APPLIED)
- WHITE LINING ON TARMAC SUBSTRATE:-
SEE WEATHERLINE HOT APPLIED THERMOPLASTIC SCREENED BY WJ PRODUCTS LTD
- YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-
SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREENED BY WJ PRODUCTS LTD

- 1018.1
- Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
 - Stopping of vehicles in a lay-by prohibited except in emergency

| Item | |
|------|---|
| 1 | Regulations: 4 |
| 2 | Directions: 7, 18(1), 22, 24(1), 24(4) |
| 3 | Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062 |
| 4 | Permitted variants: None |
| 5 | Illumination requirements: Schedule 17, item 12 |



WHITE + YELLOW LINING SPECIFICATION:-

REFER TO BARNARD & ASSOCIATES LTD DOCUMENT
13192/REPORT RW001

WHITE LINING / YELLOW LINING ON BLOCK PAVING:-

SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD
(COLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

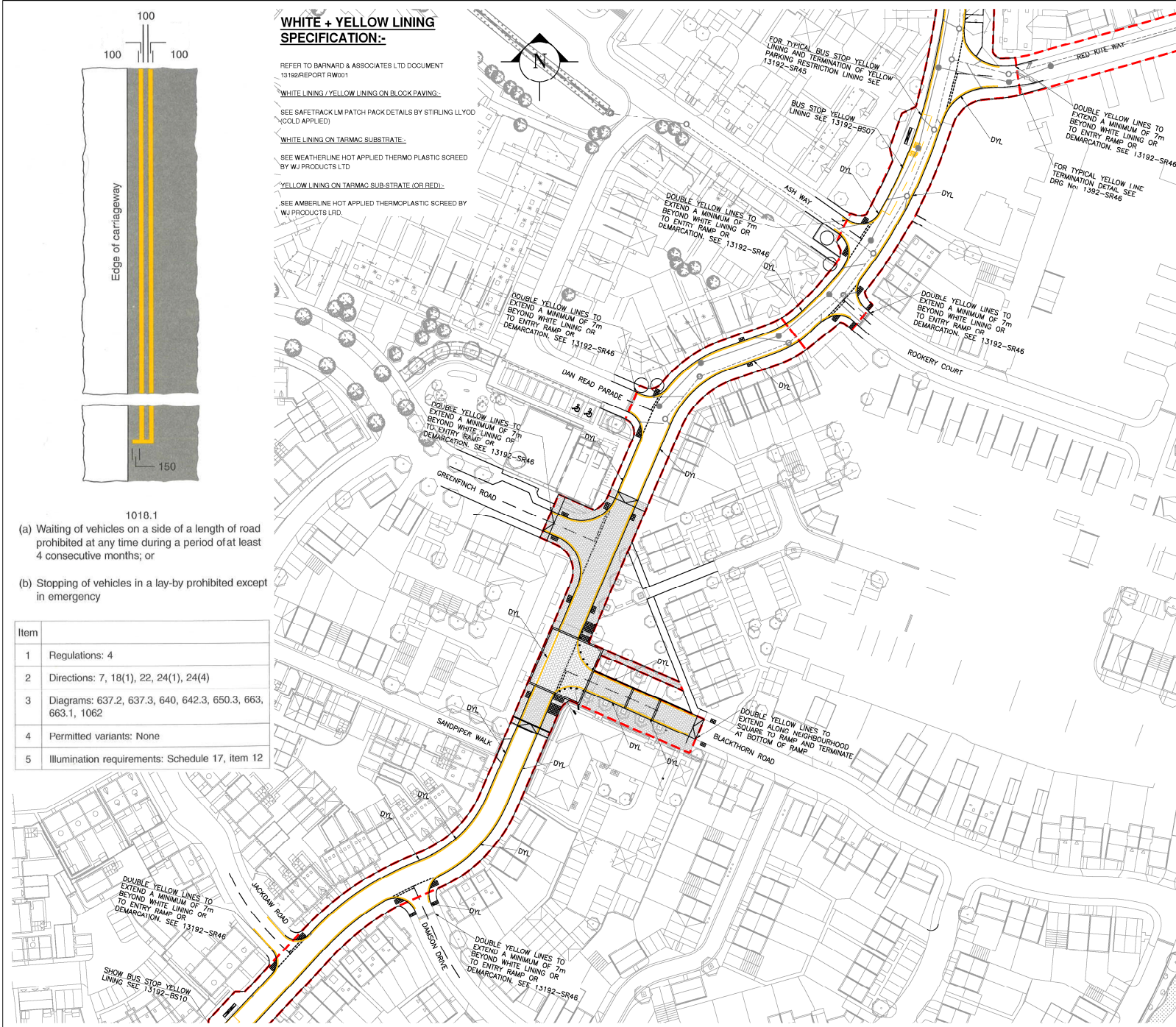
SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED
BY WJ PRODUCTS LTD

YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-

SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY
WJ PRODUCTS LTD

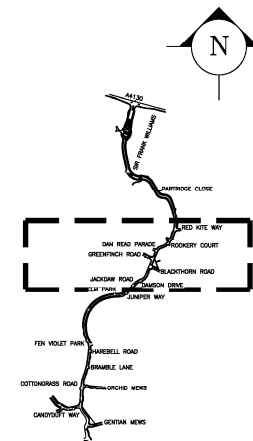
- 1018.1
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
- (b) Stopping of vehicles in a lay-by prohibited except in emergency

| Item | |
|------|---|
| 1 | Regulations: 4 |
| 2 | Directions: 7, 18(1), 22, 24(1), 24(4) |
| 3 | Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062 |
| 4 | Permitted variants: None |
| 5 | Illumination requirements: Schedule 17, item 12 |



NOTES

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- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



KEY PLAN

| Revision | Date | Description | Signed | Checked |
|----------|----------|---|--------|---------|
| P5 | 16.02.16 | OCC HIGHWAYS COMMENTS ADDED | BB | DP |
| P4 | 03.02.16 | OCC FINAL COMMENTS 04.02.16 ADDED | BB | DP |
| P3 | 15.12.15 | OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT | dp | DP |
| P2 | 11.11.15 | ISSUED FOR COMMENTS | AF | DP |

Client
TAYLOR WIMPEY

Job
**GWP DIDCOT
SOUTH OXFORDSHIRE**

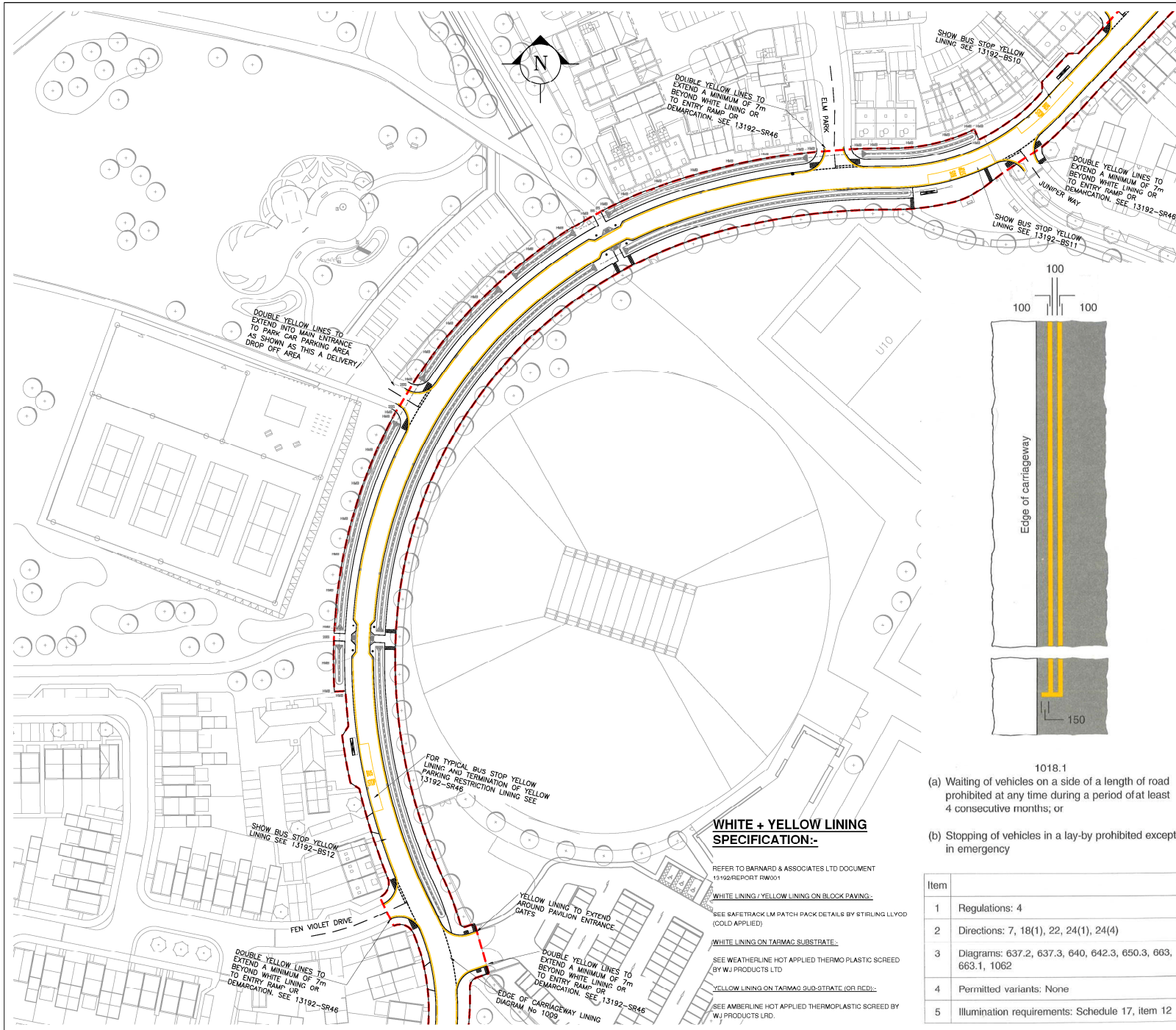
Title
**SPINE ROAD YELLOW LINING
SECTION 3**

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BA

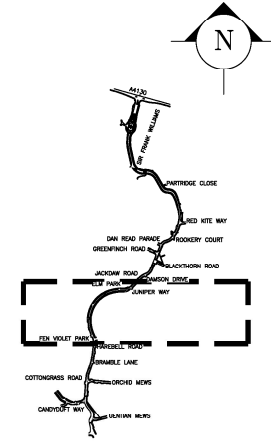
| Scale | 1/500 (A1) 1/1000 (A3) | Drw No. | 13192-SR152 | Revision | P5 |
|---------|---------------------------|----------|-----------------------|----------|----|
| Drawn | BB | 30.10.15 | | | |
| Checked | TB | | | | |
| | | | F180 Issue02 17.05.09 | | |



- 1018.1
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
- (b) Stopping of vehicles in a lay-by prohibited except in emergency

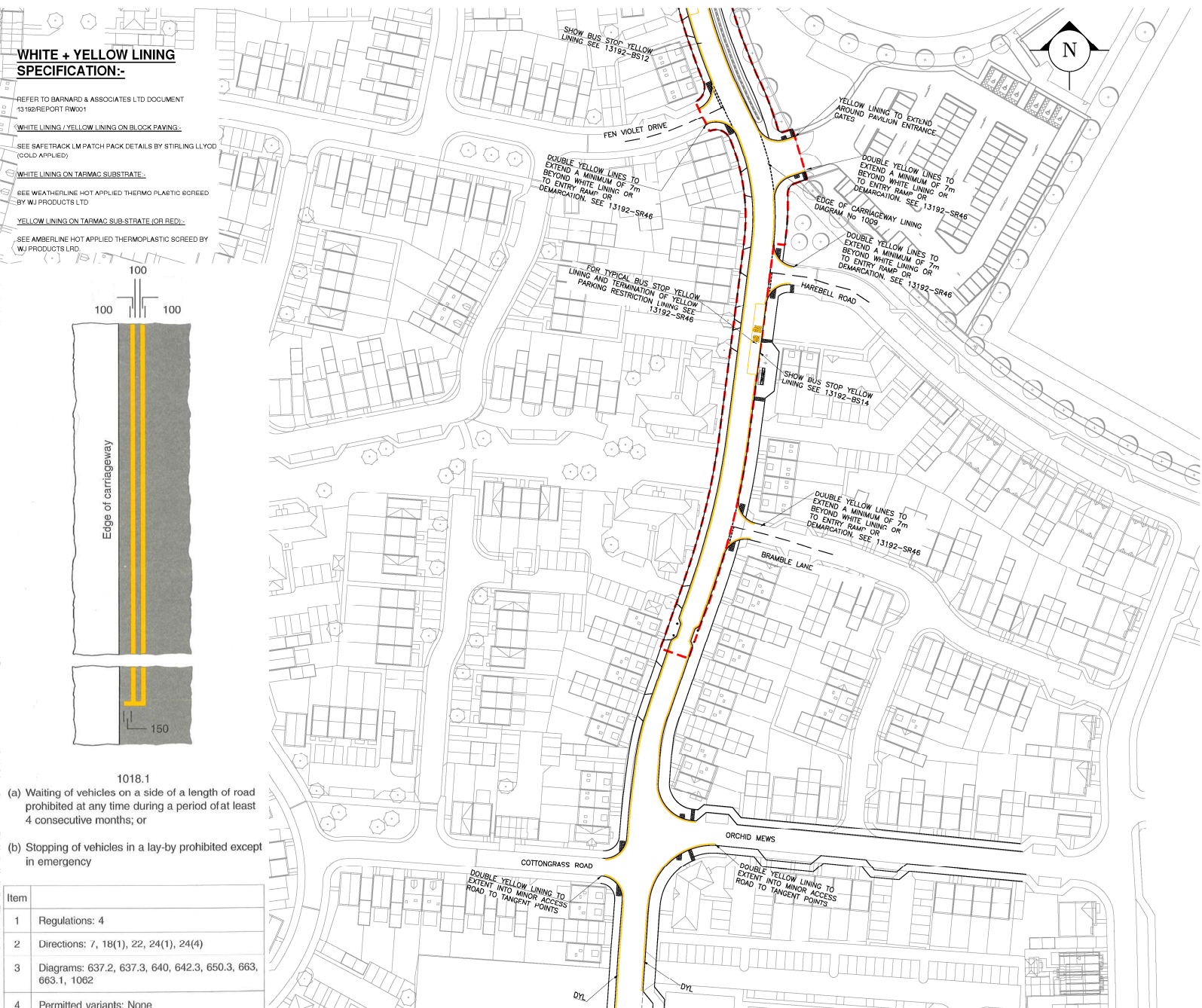
| Item | |
|------|---|
| 1 | Regulations: 4 |
| 2 | Directions: 7, 18(1), 22, 24(1), 24(4) |
| 3 | Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062 |
| 4 | Permitted variants: None |
| 5 | Illumination requirements: Schedule 17, item 12 |

- NOTES**
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 - RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



KEY PLAN

| P5 | 16.02.16 | OCC HIGHWAYS COMMENTS ADDED | BB | DP |
|---|----------|---|--------|-----------------------|
| P4 | 03.02.16 | OCC FINAL COMMENTS 04.02.16 ADDED | BB | DP |
| P3 | 15.12.16 | OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT | dp | DP |
| P2 | 11.11.15 | ISSUED FOR COMMENTS | AF | DP |
| Revision | Date | Description | Signed | Checked |
| Client TAYLOR WIMPEY | | | | |
| Job GWP DIDCOT SOUTH OXFORDSHIRE | | | | |
| Title SPINE ROAD YELLOW LINING SECTION 4 | | | | |
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| Scale 1/500 (A1) 1/1000 (A3) | | Dwg No. 13192-SR153 | | Revision P5 |
| Drawn BB Checked TB | | 30.10.15 | | F180 Issue02 17.05.09 |



WHITE + YELLOW LINING SPECIFICATION:-

REFER TO BARNARD & ASSOCIATES LTD DOCUMENT 43192/REPORT RW001

WHITE LINING / YELLOW LINING ON BLOCK PAVING:-

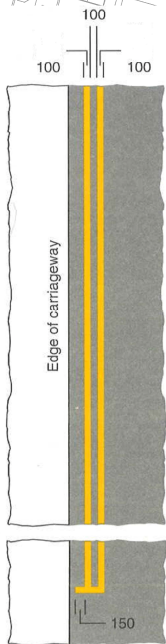
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD (COLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED BY WJ PRODUCTS LTD

YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-

SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY WJ PRODUCTS LTD

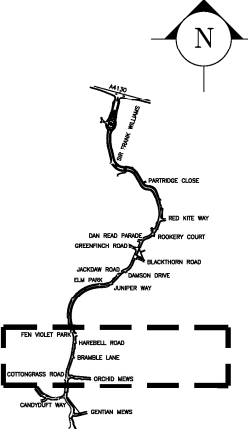


- 1018.1
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| Item | |
|------|---|
| 1 | Regulations: 4 |
| 2 | Directions: 7, 18(1), 22, 24(1), 24(4) |
| 3 | Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062 |
| 4 | Permitted variants: None |

NOTES

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4. --- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



KEY PLAN

| Revision | Date | Description | Signed | Checked |
|----------|----------|---|--------|---------|
| P5 | 16.02.16 | OCC HIGHWAYS COMMENTS ADDED | BB | DP |
| P4 | 03.02.16 | OCC FINAL COMMENTS 04.02.16 ADDED | BB | DP |
| P3 | 15.12.15 | OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT | dp | DP |
| P2 | 11.11.15 | ISSUED FOR COMMENTS | AF | DP |

Client
TAYLOR WIMPEY

Job
GWP DIDCOT SOUTH OXFORDSHIRE

Title
SPINE ROAD YELLOW LINING SECTION 5

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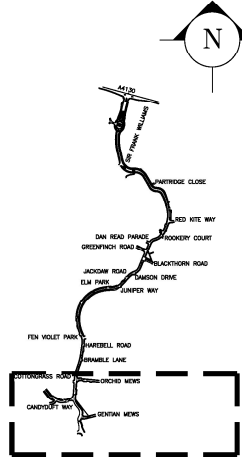
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Fax No. 0208 870 7386
Email: barnard@btinternet.co.uk



| | | | | | |
|-------|---------------------------|---------|--|----------|--|
| Scale | 1/500 (A1) 1/1000 (A3) | Dwg No. | | Revision | |
|-------|---------------------------|---------|--|----------|--|

NOTES

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- 4. --- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



KEY PLAN

| Revision | Date | Description | Signed | Checked |
|----------|----------|---|--------|---------|
| P5 | 16.02.16 | OCC HIGHWAYS COMMENTS ADDED | BB | DP |
| P4 | 03.02.16 | OCC FINAL COMMENTS 04.02.16 ADDED | BB | DP |
| P3 | 13.12.15 | OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT | dp | DP |
| P2 | 11.11.15 | ISSUED FOR COMMENTS | AF | DP |

Client
TAYLOR WIMPEY

Job
GWP DIDCOT SOUTH OXFORDSHIRE

Title
SPINE ROAD YELLOW LINING SECTION 6

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Scale 1/500 (A1)
1/1000 (A3)

Drawn BB 30.10.15

Checked TB

Drwg No. **13192-SR155**

Revision **P5**

F188 Issue02 17.05.09

WHITE + YELLOW LINING SPECIFICATION:-

REFER TO BARNARD & ASSOCIATES LTD DOCUMENT 13192/REPORT RW001

WHITE LINING / YELLOW LINING ON BLOCK PAVING:-

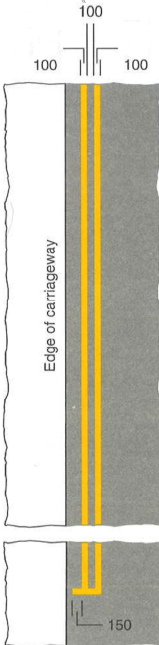
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD (COLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED BY WJ PRODUCTS LTD

YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-

SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY WJ PRODUCTS LTD



1018.1

(a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or

(b) Stopping of vehicles in a lay-by prohibited except in emergency

| Item | |
|------|---|
| 1 | Regulations: 4 |
| 2 | Directions: 7, 18(1), 22, 24(1), 24(4) |
| 3 | Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062 |
| 4 | Permitted variants: None |
| 5 | Illumination requirements: Schedule 17, item 12 |

DOUBLE YELLOW LINING TO TERMINATE EITHER SIDE OF LOADING BAY AND PARKING BAYS OPPOSITE - SEE DRG No: 13192/ARWL01

REFER TO MJA DRAWING FOR WHITE LINING DETAILS 4960/602

NOTES

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TRAFFIC CALMING FEATURES KEY

| | |
|----|-------------------------|
| B | DENOTES BEND. |
| RT | DENOTES RAISED TABLES. |
| RN | DENOTES ROAD NARROWING. |
| J | DENOTES JUNCTION. |
| RF | DENOTES RAISED FOOTPATH |
| TI | DENOTES TRAFFIC ISLAND |

SIGNAGE KEY

ALL SIGNS TO BE TRAFFIC SIGN DIAGRAMS OF THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.

ALL SIGNS TO HAVE VERTICAL HEIGHT CLEARANCE OF 2.4m.

ALL SIGNS TO BE CLASS 1 REFLECTIVE.

| | |
|--|---|
| | Nq 670 OF TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS. (600#) (REPEATER SIGNS 300mm# INSIDE ZONES) |
| | Nq 543 (EXISTING) |
| | Nq 515 (EXISTING) |
| | Nq 606 (EXISTING) |
| | Nq 674, ENTERING A 20MPH SPEED LIMIT ZONE |
| | Nq 675, END OF A 20MPH SPEED LIMIT ZONE |

| | | | | |
|---|----------|------------------------|--------|-----------------------|
| P1 | 06.02.16 | INITIAL ISSUE | TZ | TB |
| Revision | Date | Description | Signed | Checked |
| Client TAYLOR WIMPEY | | | | |
| Job GWP DIDCOT SOUTH OXFORDSHIRE | | | | |
| Title 20mph ZONE GA SIGNAGE AND TRAFFIC CALMING | | | | |
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| Scale 1:2500 @ A1 1:5000 @ A3 | | Dwg No. 13192-SRZ01 | | Revision P1 |
| Drawn TZ 16.02.16 | | Checked TB | | F138 Issue02 17.05.09 |

| | | | | | |
|---------------|---------------------------|---------|----------|-------------|----|
| Scale | 1/500 (A1) 1/1000 (A3) | Drg No. | Revision | | |
| Drawn BB | 30.10.15 | | | 13192-SR155 | P5 |
| Checked TR | | | | | |

| RESPONDENT | SUMMARISED COMMENTS |
|---|--|
| (1) Thames Valley Police | <p>No objection to speed limit – but has the following comments:</p> <ul style="list-style-type: none"> ▪ TVP policy is that 20mph speed limits should be self-enforcing, ▪ Further engineering measures should be considered in the future if residential complaints regarding speeding increase – in order to restrict burden on Police. <p>No objection to parking restrictions – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Feels parked vehicles can act as a deterrent and control to speeding vehicles (i.e. artificial calming), ▪ Future Police enforcement is determined by a number of factors, and TVP's operational priorities mean that issues affecting public safety and those that have an impact on traffic flow on main routes will always be given priority. <p>Objects to the loading bay restriction – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Places a considerable burden upon Officers who have to observe/monitor vehicles throughout this time period in order for an offence to be 'complete', ▪ Would strongly recommend that waiting is restricted to 30 minutes or less, in line with the majority of other such restrictions, ▪ This form of restriction will feature extremely low in terms of TVP enforcement priorities, |
| (2) Local County Councillor (Didcot West) | <p>Supports all the proposals – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels that the 20mph speed restriction is an essential component, ▪ Particularly supports the parking restrictions on the spine road, |

| | |
|---------------------------------|---|
| | <ul style="list-style-type: none"> ▪ However has some concerns about the extent of the restrictions on the adjoining side-roads, feeling that they should only be the absolute minimum in terms of visibility requirements, ▪ Concerned that the lack of parking provision for residents & their visitors will cause vehicles to park on the restrictions with little concern for road markings. |
| (3) Didcot Town Council | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Welcomes the proposed 20mph speed limit, ▪ Welcomes the propose loading bay restrictions, as it is viewed as a ‘good step’ forward in providing the necessary servicing for local business’. |
| (4) Harwell Parish Council | No comment in relation to the proposals. |
| (5) Online Response, (unknown) | <p>No objection to the speed limit.</p> <p>Objects to the parking restrictions – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ There is limited parking available, especially for visitors, many residents fail to use their allotted space and park on the street, ▪ Restrictions will mean people are more likely to block drives and access’, which could lead to disputes between residents, ▪ Feels that the main spine road will become a ‘rat run’ if vehicles are no longer parked on the side of the carriageway, ▪ Does however feel that restrictions are required at the junctions with the adjoining side roads. |
| (6) Resident, (Whitebeam Court) | <p>Supports the speed limit.</p> <p>Objects to the parking restrictions – due to the following reasons</p> |

| | |
|-----------------------------------|---|
| | <ul style="list-style-type: none"> ▪ Although supports the restrictions along main spine road, objects to the restrictions in Blackthron Road, ▪ Property is a one without designated driveway, and as such delivery vehicles and taxis need somewhere to drop off/wait, ▪ Would rather see waiting restrictions, along the lines of “10 minutes, no return with 30 minutes”. |
| (7) Online Response, (unknown) | <p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels that the current speed limit is unsafe and that restricting the speeds is sensible, making the neighbourhood ‘less hostile’ for pedestrians. <p>Supports the parking restrictions.</p> |
| (8) Resident, (Barrow Lane) | <p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ Strongly supports the use of 20mph speed limits in residential areas, ▪ Would like to see their use increased in the surrounding areas, such as Harwell. <p>Supports the parking restrictions.</p> |
| (9) Resident, (unknown) | <p>No objection to the parking restrictions – with the following comments:</p> <ul style="list-style-type: none"> ▪ Concerned that the residents will be unhappy with the proposed restrictions in the side roads. <p>No objection to the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ Questions how the speed limit will be enforced, feels that signs won’t be enough. |

| | |
|--|---|
| (10) Resident, (Sir Frank Williams) | <p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ Happy to see the lower speed limit, especially with the large number of children within the estate, although concerned about level of compliance. <p>Objects to the parking restrictions – due to the following reasons</p> <ul style="list-style-type: none"> ▪ Feels that poor planning has led to the main spine road being too narrow, and should have been built wide enough to adequately accommodate parked vehicles, ▪ Doesn't believe the road is busy enough to warrant the restrictions, ▪ The current restrictions have been successful and as such don't feel there is a need for double yellow lines to be installed. |
| (11) Chair, (GWP Residents Association) | <p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ But queries how the limit would be enforced. <p>Objects to the parking restrictions – due to the following reasons</p> <ul style="list-style-type: none"> ▪ Feels that some level of parking should be permitted: <ul style="list-style-type: none"> ○ To allow those living on Sir Frank Williams Avenue easy & direct access to their vehicles, i.e. where only a footway is between the carriageway and property, ○ To also allow those residents working unsocial hours to park as close to their property as possible for safety reasons, especially in hours of darkness. ▪ However does acknowledge that some level of restriction is necessary, especially around the junctions – in order to ensure maximum visibility of pedestrians and oncoming traffic. |
| (12) Resident, (unknown) | <p>No objection to the proposals – with the following comments:</p> |

CMDE5

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| | <ul style="list-style-type: none">▪ Measures are already in place to deter long-stay parking on the main road and believe that this works well,▪ Queries the availability/provision of alternative parking facilities, currently not enough 'sensible' visitor parking and bus service isn't available all the time. |
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Date: 9th November 2016

Our Ref: mtg61 GWP

Job No: 13192

Re: GWP

Meeting 61 Double Yellow Lines on Sir Frank Williams Avenue

GWP

Attended by

| | |
|------------------|------|
| Tim Barnard | B&A |
| Rebecca Bowker | TW |
| David Slingo | GWPR |
| Ryan Moore | OCC |
| Anthony Kirkwood | OCC |

Distribution Attendees,

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| | <p>A meeting was called to consider the presence of double yellow lines on Sir Frank Williams Avenue.</p> <p>DS confirmed that with a few exceptions people have adjusted to the presence of double yellow lines on the road, effectively becoming resigned to their presence.</p> <p><u>Stopping on Double Yellow Lines</u></p> <p>DS noted that an absolute moratorium on stopping on the road was not acceptable to residents particularly in the Northern Neighbourhood.</p> <p>AK noted that under the traffic regulations stopping to load and unload on double yellow lines is perfectly acceptable. Reference should be made to the highway code.</p> | |
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Directors: T J Barnard BScHons CEng MStructE M P Duckett IEng AMStructE
 Associates: D A Purcell IEng AMStructE

Registered Address: 5 Underwood Street London, N1 7LY
 Registered in England No. 3173850

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| <p><u>Parking availability</u></p> <p>It was noted that parking on Sir Frank Williams Avenue was never intended at planning stage. Adequate parking was to be available in adjoining roads around the development.</p> <p>RM noted that shared surface widths had been increased in the District Neighbourhood above those agreed in the District Neighbourhood where lessons have been learnt as the development had proceeded.</p> <p>DS noted that it was good that lessons have been learnt.</p> <p>TB noted that parking on Sir Frank Williams Avenue would impair visibility and the free movement of traffic along the road noting that the road included bus services and would also soon include HGV movements associated with the construction of the supermarket in the district centre.</p> <p><u>Reasoning behind proposal for double yellow lines</u></p> <p>TB presented a drawing of the road identifying the reasoning behind the implementation of the yellow lines for Sir Frank Williams Avenue.</p> <p>The key consideration was the safe movement of traffic noting that the road would not only be heavily used by cars but would also be heavily used by buses, school coaches and HGVs serving the supermarket and other retail units in the District Centre.</p> <p>The tabled drawings presented colour coding to identify the reasons for incorporating double yellow lines along Sir Frank Williams Avenue, and can be summarised as follows:</p> <p>Maintaining Visibility at</p> <ul style="list-style-type: none"> • Road Junctions • Private Drive Crossovers • Bus Stops • Pedestrian Crossings • Road Narrowings <p>Refuse Vehicle Manoeuvres in and out of housing areas</p> <ul style="list-style-type: none"> • To ensure no parked cars adjacent to junctions that would prevent the safe turn of refuse vehicles and other large vehicles. |
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| | <p>Tight Bends</p> <ul style="list-style-type: none">• To maintain full width of carriageway to enable buses and HGVs to safely manoeuvre around bends. <p>Inappropriate Parking Away From Residential Dwellings</p> <ul style="list-style-type: none">• From A4130 up to Ash Way.<ul style="list-style-type: none">• Boundary Park Perimeter <p>DS noted that he could not fault the reasoning given for the implementation of double yellow lines but would question the basic design of the layout of the road.</p> <p>RM noted that the highway layout had been designed to meet highway design standards and to suit a traffic speed of 20mph throughout the development and that the basic design was acceptable.</p> | |
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| Division(s): Sutton Courtenay and Marcham |
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CABINET MEMBER FOR ENVIRONMENT – 12 JANUARY 2017

PROPOSED SPEED LIMIT CHANGE - B4017 ABINGDON ROAD, DRAYTON

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

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit on the B4017 Abingdon Road at the north end of Drayton village.

Background

2. An extension of the 30mph speed limit on B4017 Abingdon Road has been proposed by developers as part of works to create a new access for a residential development at the location shown at Annex 1.

Consultation

3. The formal consultation on the above proposal was carried out between 7 September and 7 October 2016. A public notice was placed in the Oxford Times and Abingdon Herald newspapers, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Drayton Parish Council and the local County Councillor.
4. Three responses were received; Thames Valley Police registered an objection on the grounds that as the access to the new development was within the existing 30mph limit and sited to the south of the junction with Sutton Wick Lane, there was therefore no need for the speed limit to be extended. Drayton Parish Council expressed support for the extension of the speed limit to just north of the bend, also requesting that consideration should be given to replacing the entire length of the 50mph limit between Drayton and Abingdon with a 30mph limit, taking account of the recent extension northwards of the 30mph limit at the south end of Abingdon. A further response was received from a member of the public (not a resident of the village) supporting the proposal but requesting consideration that the 30mph limit in Drayton should be reduced to 20mph to improve safety and amenity for pedal cyclists. These comments are summarised at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Review of responses

5. The objection of Thames Valley Police is noted and it is accepted that the access for the new development is approximately 50 metres within the existing 30mph speed limit, which is the distance normally applied when assessing the potential need for a speed limit extension to accommodate a new access; also it is acknowledged that the existing junction with Sutton Wick Lane is even closer to the existing 30mph terminal than the new access, and that there have been no accidents at this junction in the most recent 5-years. However, it is also evident that the new development will increase turning movements to and from the B4017 and that the risk of accidents will likely be reduced by achieving lower speeds in the vicinity.
6. The response from Drayton Parish Council requesting a further extension to the 30mph limit, potentially to include replacing all the current 50mph speed limit is noted. It is, however, considered that anything beyond the current proposal of an extension to the 30mph limit would be judged to be inconsistent with Department for Transport guidance on setting local speed limits, particularly bearing in mind the bend further north of the current proposed terminal point and desirability of not having a speed limit change on the bend itself.
7. A possible alternative arrangement of speed limits here that may provide a compromise between the views expressed by the police and the parish council would be to consider a 40mph speed limit on the length (approximately 700 metres) between the existing terminal point of the 30mph limit at the north end of Drayton and the recently extended 30mph limit at the south end of Abingdon. This would require a formal consultation, with any objections being reported for consideration at a future meeting.

How the Project supports LTP4 Objectives

8. The proposals would help facilitate safe movement of traffic.

Financial and Staff Implications (including Revenue)

9. Funding for the speed limit extension has been provided by the developer of the residential land adjacent to the B4017 Abingdon Road.

RECOMMENDATION

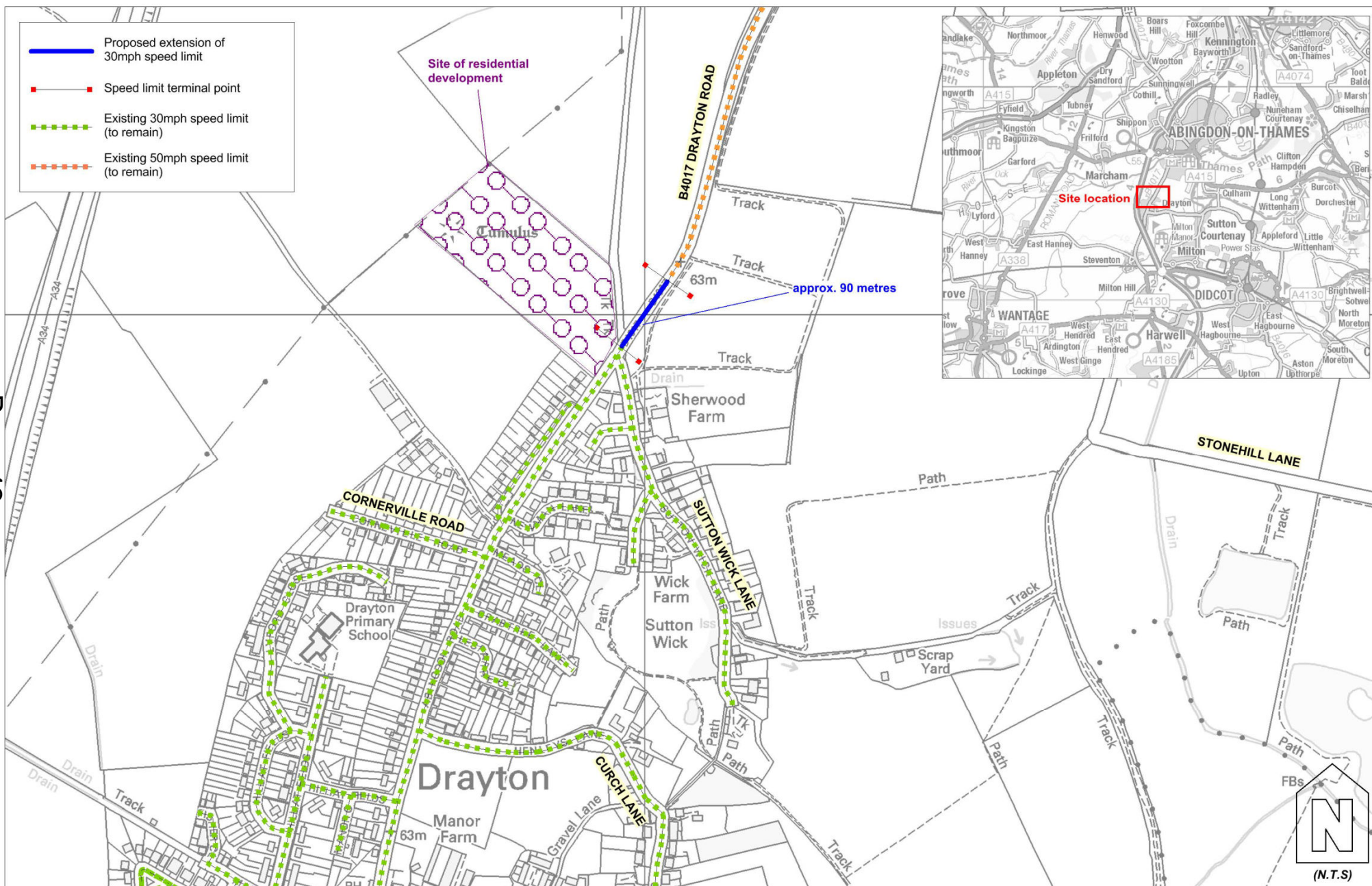
10. **The Cabinet Member for the Environment is RECOMMENDED to:-**
 - (a) **not approve the proposals to extend the speed limit as advertised; and**
 - (b) **instruct officers to consult on a revised proposal to introduce a 40mph limit in place of the existing 50mph limit between Drayton and Abingdon.**

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

January 2017



| RESPONDENT | SUMMARISED COMMENTS |
|--------------------------------|---|
| (1) Thames Valley Police | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Having visited the location yesterday the new junction is already situated within the existing 30mph speed limit and I see no justification to extend this speed limit any further into open countryside. ▪ The new junction is also on the village side of the Sutton Wick lane junction. ▪ Any extension to the existing speed limit could also weaken the current Drayton speed limit resulting in further calls for police enforcement. ▪ Unless there is additional justification/evidence why this speed limit should be extended, I object to the current proposal. |
| (2) Drayton Parish Council | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels that the proposed speed limit should be extended further out, with consideration of a 30mph speed limit being introduced on the entire length of the road between Drayton and Abingdon. |
| (3) Resident (Marston, Oxford) | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Given that it's a shared road for cycling and motor vehicles, the speed limit should be reduced to 20mph and extended all the way to Abingdon, but obviously any stricter limit is a step in the right direction. ▪ I therefore support the proposal even though it absolutely insufficient. |

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| Division(s): Hendreds and Harwell |
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CABINET MEMBER FOR ENVIRONMENT – 12 JANUARY 2017

PROPOSED AMENDED TRAFFIC CALMING MEASURES HANNEY ROAD STEVENTON

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

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to amend an existing traffic calming feature on the Hanney Road at Steventon.

Background

2. Approved development of land on the south side of the Hanney Road at Steventon will create a new junction, and to safely accommodate the new road layout it is proposed to amend the existing traffic calming chicane by removing the existing build out close to the new junction and construct a speed cushion adjacent to the remaining build out as shown at Annexes 1 & 2.

Consultation

3. Formal consultation on the above proposal was carried out between 13 October and 11 November 2016. A public notice was placed in the Oxford Times, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Steventon Parish Council and the local County Councillor. Additionally, street notices were placed in the vicinity of the proposed calming feature.
4. Two responses were received during the course of the consultation period, including one from a local resident and another from Thames Valley Police. The responses are summarised at Annex 3. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Review of responses

5. The response from Thames Valley Police welcomed the opportunity the proposal presented to address the removal of one of the current build outs that has been prone to maintenance issues, and raised no objection to the proposed speed cushion, on the understanding (as is the case) that the proposal would not restrict the use of the road by for use by abnormal loads unable to use the A34 due to restricted bridge clearances.

6. An objection was received from a resident of Hanney Road on the grounds that the proposed change would not be sufficient mitigation for the impact of additional traffic from the development, also taking account the current level of speeding and that further calming measures should be introduced on the Hanney Road. A concern was also expressed over the lack of provision for pedestrians wishing to walk along the Hanney Road to and from village amenities from the new access. While these concerns are noted, they are not considered material to the objective of the proposal under consideration to amend the existing traffic calming to provide a safe means of access to the development. In addition, the new development will provide a new footway on the south side of Hanney Road to link with the existing provision in the village.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

8. Funding for the amendment to the traffic calming feature has been provided by the developer of the adjacent land.

RECOMMENDATION

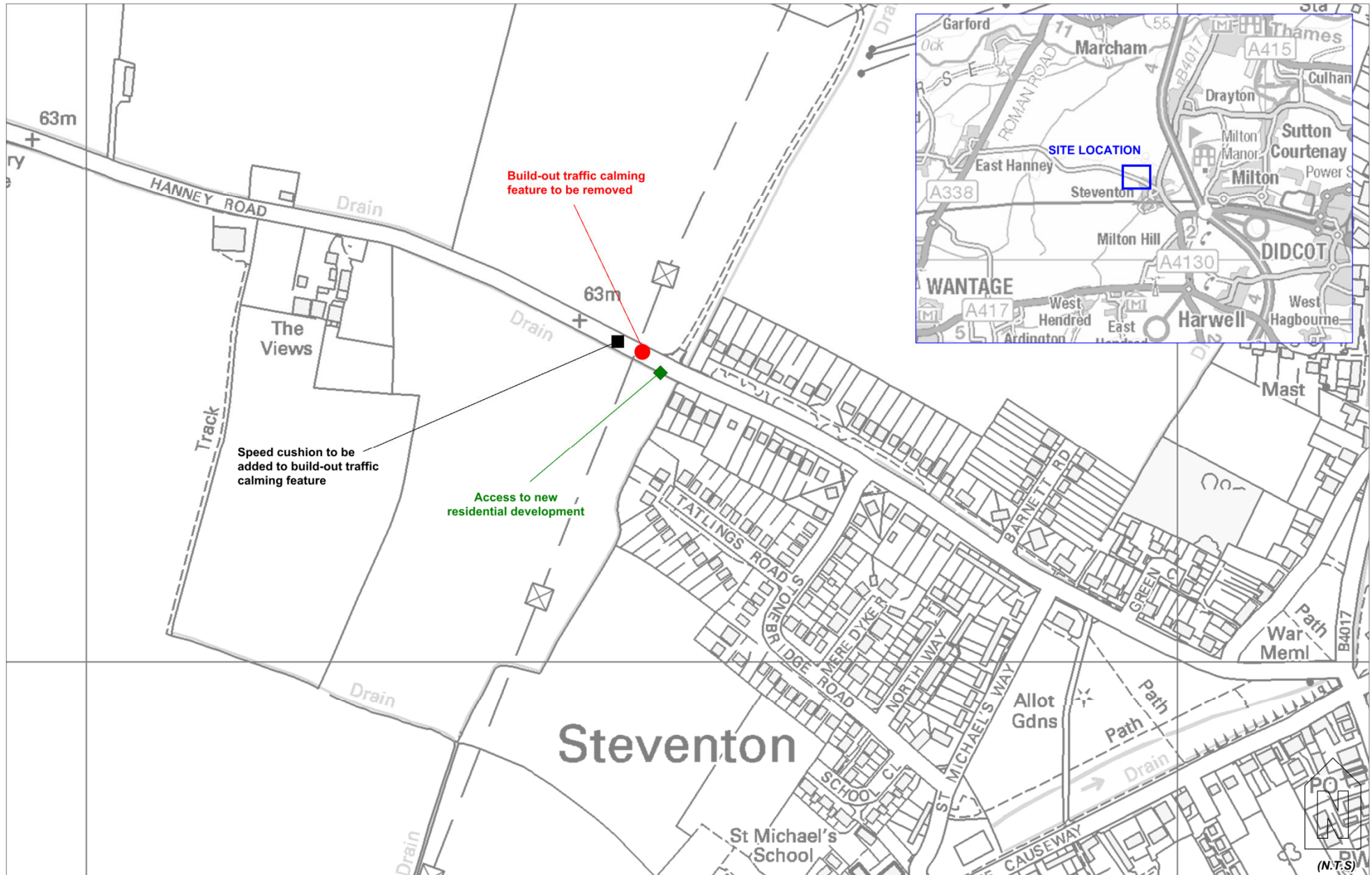
9. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised and described in the report.**

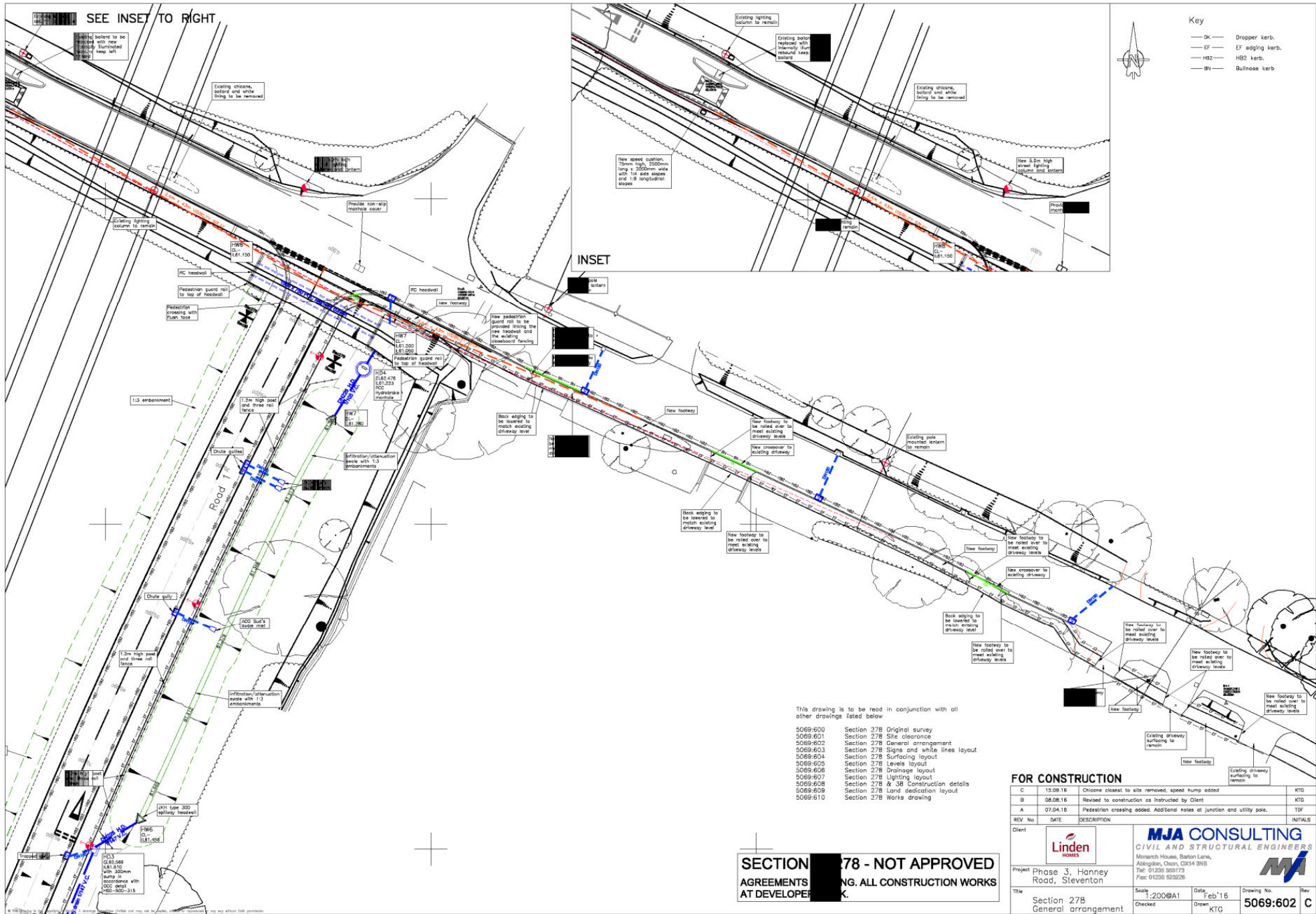
CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

January 2017





| RESPONDENT | SUMMARISED COMMENTS |
|-----------------------------|---|
| (1) Thames Valley Police | <p>No objection – with the following comments:</p> <ul style="list-style-type: none"> ▪ It is pleasing to see that at last some improvement is proposed for this traffic calming scheme. Over the years the existing features have suffered from serious neglect in maintenance and currently still in a poor state of repair with bollards missing and cycle by pass overgrown, ▪ The Hanney to Steventon road has for many years been an important strategic route for abnormal loads movements unable to use the A34 due to height restrictions, it is important that any amendments to the existing traffic calming features are sensitive to this fact and that any new feature is open to overrun. That will include any bollards upon the feature. No permanent fixed bollards please and any new kerbing again open to overrun by large heavy vehicles. |
| (2) Resident, (Hanney Road) | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ The proposed traffic calming measures make absolutely no allowance for the additional vehicles turning onto the Hanney Road and heading into the village. This is a road which vehicles already speed along, and has already had increased traffic due to the Barnet road development. I would wish to see additional traffic calming measures introduced between the proposed new speed cushion and the centre of the village aimed at reducing the existing speed problem which will only be getting worse as a consequence of the new development. ▪ The proposed traffic calming measures make no allowance for any pedestrian access from the new development into the village, as there is no curb side footpath from the new entrance into the village. |

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| Division(s): Kingston and Cumnor |
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CABINET MEMBER FOR ENVIRONMENT – 12 JANUARY 2017

PROPOSED SPEED LIMIT CHANGE – ACCESS ROAD TO KINGSTON BUSINESS PARK, KINGSTON BAGPUIZE

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

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to introduce a 30mph speed limit on the public access road to the Kingston Business Park at Kingston Bagpuize.

Background

2. Further development around the Kingston Business Park, including a new housing development and revised access arrangements for the adjacent sports ground will result in increased use of the access road, and the developers are proposing a 30mph speed limit on the full length of the access road as shown at Annex 1.

Consultation

3. The formal consultation on the above proposal was carried out between 29 September and 28 October 2016. A public notice was placed in the Oxford Times, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Kingston Bagpuize with Southmoor and Fyfield Parish Councils and the local County Councillor.
4. Two responses were received. Thames Valley Police objected on the grounds that a 30mph speed limit was not consistent with Department for Transport advice on setting local speed limits taking account the character of the road and the current speeds. Councillor Melinda Tilley, the local member, supported the proposal. These responses are summarised at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Review of responses

5. The Thames Valley Police objection is noted and it is accepted that the character of the access road between the A415 and the mini roundabout at the entrance to the fully built up area of the business park is semi rural, with a 'boulevard' style road side planting and verges. This will partially change with the additional development, which will have a new access and footway along part of the existing road. The current average speeds on this 500m section of

the access road are 36mph and, applying Department for Transport guidance on the estimated speed reductions following speed limit changes, the average speeds could be expected to reduce to approximately 33mph if a 30mph speed limit were to be approved. By comparison, free flow average speeds on a fully built up 30mph road would typically be around 30mph, while on a 40mph speed limit road, average speeds would typically be around 40mph.

6. While this site does not fit clearly into the guidance for a 30mph limit, this is a comparatively short length of highway with no 'through' traffic currently leading to a business park with predicted average speeds – if the proposal were to be approved – not very appreciably higher than those seen in a large number of existing 30mph limits. Furthermore, the proposed additional development would result in the closure of a low-standard access onto A415 and the redirection of traffic travelling to the existing sports facilities to the business park access, which is designed to a much higher standard. It is accepted that if the proposed 30mph speed limit were to be approved the site would not be considered a priority for speed enforcement by the police.
7. The support of the local member for the proposed 30mph speed limit is noted.

How the Project supports LTP4 Objectives

8. The proposals would help facilitate safe movement of traffic.

Financial and Staff Implications (including Revenue)

9. Funding for the speed limit extension has been provided by the developer of the new housing development.

RECOMMENDATION

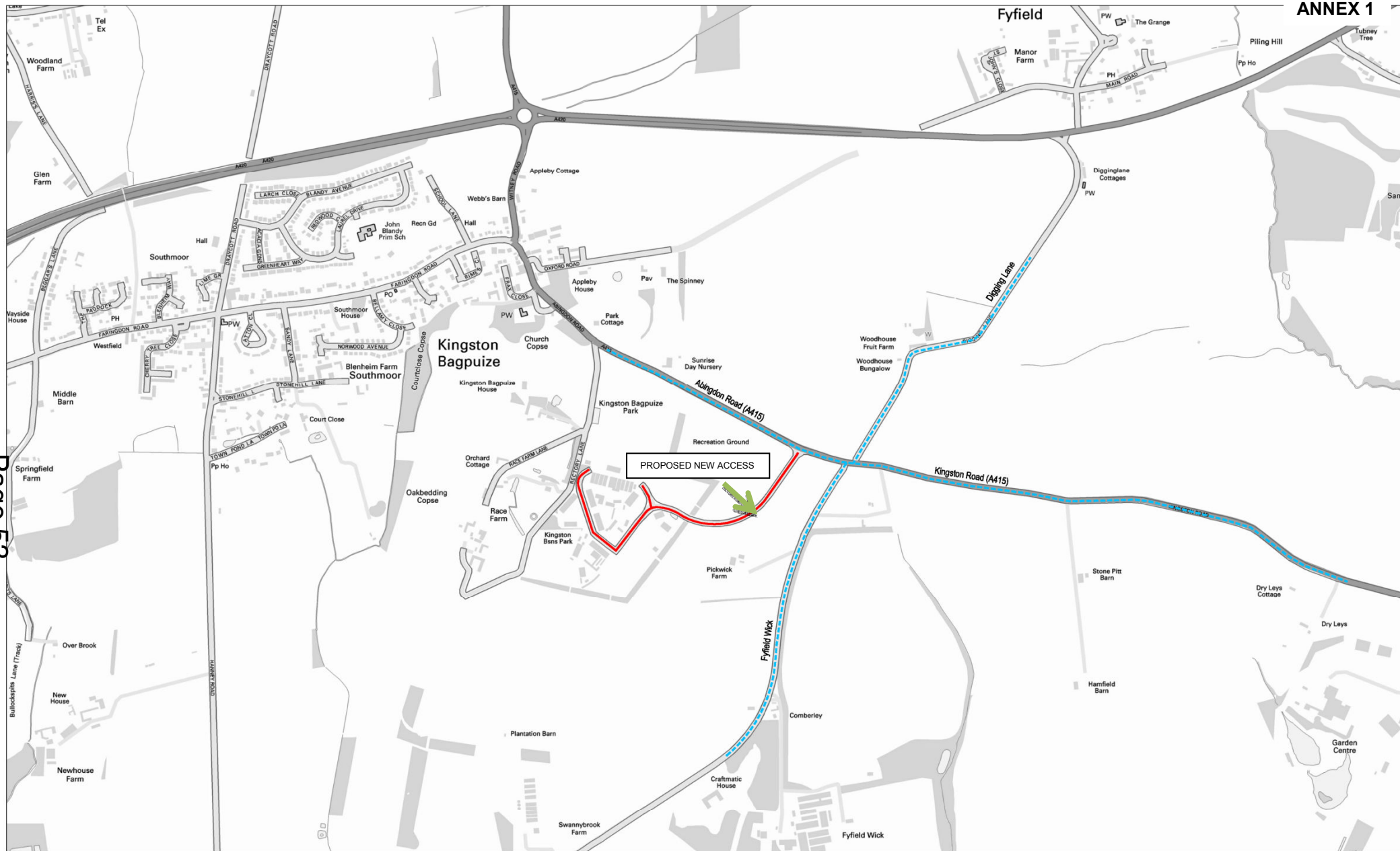
10. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised and described in the report.**

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

January 2017

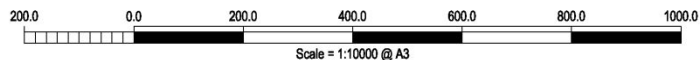


KEY

- Proposed 30mph speed limit
- Existing national speed limit



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Date Drawn 20/09/2016
Drawn by Glanville Consultants

Map Centre
easting: 441221, northing 197796

ANNEX 2

| RESPONDENT | SUMMARISED COMMENTS |
|--|--|
| (1) Thames Valley Police | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Not opposed to speed limits being lowered providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc. ▪ The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.. This is an important underlying principle when setting new speed limits. ▪ There is a proven link between road environment/character and drivers speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. ▪ The policy of Thames Valley Police is to use sound practical and realistic criteria (i.e. Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. As that advice has clearly been ignored I object to this current proposal. |
| (2) County Cllr for Kingston & Cumnor Division | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Sounds like a very good idea to me. |