



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

Thursday, 27 April 2017 at 10.00 am

***Committee Rooms 1&2 - County Hall, New Road, Oxford OX1
1ND***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Monday 8 May 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
Chief Executive

April 2017

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

Note: Date of next meeting: 18 May 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 20mph Speed Limit , Traffic Calming Measures, Zebra Crossing and Weight Limit- Littleworth Road, Benson** (Pages 1 - 24)

Forward Plan Ref: 2016/134

Contact: David Tole, Traffic Safety & Area Steward Manager Tel: 07920 084148/07920084148

Report by Director for Infrastructure Delivery (**CMDE4**).

On 2 March 2017 the Cabinet Member for Environment considered and deferred a report which had presented objections and comments received in the course of a statutory consultation on proposals to introduce a 20mph speed limit, supporting traffic calming measures, zebra crossings and a 7.5 tonne weight limit on Littleworth Road, Benson following representations made at the meeting by the local member and a representative of the Benson Neighbourhood Plan Infrastructure team. The deferral allowed for further consideration of the proposals in the context of other planned development in the area. In addition, although shown on the plans in the March report, the revocation of the current one-way order on Littleworth Road was not formally consulted on as part of that statutory consultation and the opportunity has been taken to address that omission.

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

5. Proposed Removal of Permit Holders Bays in Collins Street, Oxford (Pages 25 - 28)

Forward Plan Ref: 2017/009

Contact: David Tole, Traffic Safety & Area Steward Manager Tel: (01865) 815942/07920084148

Report by Director for Infrastructure Delivery (**CMDE5**).

The report considers objections received as a result of a formal consultation on proposals to remove permit holders bays on the north side of Collins Street, Oxford and replace with double yellow lines following the granting of planning permission for development of an apartment block with offices on the ground floor on the former Travis Perkins builders' merchants site in Collins Street. That included moving the vehicular access along the street which in turn required removal of all or part of the permit holder bays outside the development on the north side of the street.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed changes, amended as set out in the report

6. Proposed Waiting Restrictions - Cattlemarket and Waterloo Drive Areas, Banbury (Pages 29 - 40)

Forward Plan Ref: 2016/146

Contact: David Tole. Traffic Safety & Area Stewards Manager Tel: (01865) 815942/07920084148

Report by Director for Infrastructure Delivery (**CMDE6**).

The report presents objections and comments received in the course of a statutory consultation on proposals to introduce waiting restrictions in various roads in the Cattlemarket and Waterloo Drive areas in Grimsbury, Banbury following requests through the local Member for action to address commuter parking concerns in parts of the Cattlemarket estate and also in the Waterloo Drive area.

The Cabinet Member for the Environment is RECOMMENDED to:

- (a) ***approve implementation of proposals for parking restrictions in the Cattlemarket and Waterloo Drive areas as advertised;***
- (b) ***not approve the proposals for additional parking restrictions in Merton Street.***

7. Proposed Puffin Crossing and Double Yellow Lines - London Road, Wheatley (Pages 41 - 50)

Forward Plan Ref: 2016/105

Contact: David Tole, Safety & Area Steward Manager Tel: (01865) 815942/07920084148

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents objections and comments received in the course of a statutory consultation on a proposal to install a puffin crossing on the London Road at Wheatley northwest of its junction with The Glebe, and also the provision of waiting restrictions in the vicinity of two new accesses to residential development on the north side of London Road.

Consultation on a proposal to provide a puffin crossing (a signal controlled crossing for use by pedestrians) had initially been carried out in the summer of 2016 when objections received were reported to the Cabinet Member for Environment on 24 November 2016 who at that time agreed to review possible alternative locations for the crossing with further consultation on a revised crossing location.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals as advertised and described in the report CMDE7.

8. Proposed Shared Use Cycle Path - B481 Sonning Common (Pages 51 - 58)

Forward Plan Ref: 2016/142

Contact: David Tole, Traffic Safety & Area Steward Manager Tel: (01865) 815942/07920084148

Report by Director for Infrastructure Delivery (**CMDE8**).

This report presents responses received in the course of a consultation on a proposal to convert an existing footway adjacent to the B481 at Sonning Common to shared use footway/cycletrack which has been promoted in connection with an adjacent residential development to provide a safe and convenient link for pedestrians and cyclists to village amenities.

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

9. New Design Guidance for Walking and Cycling (Pages 59 - 130)

Forward Plan Ref: 2016/149

Contact: Llewelyn Morgan, Service Manager for Localities, Policy & Programmes

Tel: 07881 268208

Report by Director for Planning & Place (**CMDE9**).

The report provides an overview of work undertaken to update Oxfordshire County Council's design guidance on Walking and Cycling infrastructure provision and a summary of comments received on drafts of that guidance.

The Cabinet Member for the Environment is RECOMMENDED to:

- (a) ***approve the new Walking and Cycling Design Guidance as attached for implementation as council guidance and for publication on the County Council website;***
 - (b) ***authorise the Director for Planning & Place to carry out periodic reviews of the Design Guidance to ensure it continues to reflect local and national best practice.***
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Division(s): Benson & Cholsey

CABINET MEMBER FOR ENVIRONMENT – 27 APRIL 2017

PROPOSED 20MPH SPEED LIMIT, TRAFFIC CALMING MEASURES, ZEBRA CROSSINGS, WEIGHT LIMIT & REVOCATION OF ONE WAY ORDER LITTLEWORTH ROAD, BENSON

Report by Director for Infrastructure Delivery

Introduction

1. A report (Annex 1) presenting objections and comments received in the course of a statutory consultation on proposals to introduce a 20mph speed limit, supporting traffic calming measures, zebra crossings and a 7.5 tonne weight limit on Littleworth Road at Benson was considered and deferred by the Cabinet Member for Environment on 2 March 2017 following representations made at the meeting by the local member and a representative of the Benson Neighbourhood Plan Infrastructure team to enable further consideration of the proposals in the context of other planned development in the area.
2. In addition, although shown on the plans in the March report, the revocation of the current one-way order on Littleworth Road was not formally consulted on as part of that statutory consultation and this omission has now been addressed as detailed below.

Background

3. Development of land on the north east side of Littleworth Road for housing has been approved by South Oxfordshire District Council, and measures are proposed (to be funded by the development if approved) to improve safety taking account of the additional traffic and pedestrian trips that will be generated by the development.
4. The proposals include the introduction of a 20mph limit (instead of 30mph) a 7.5T environmental weight limit and traffic calming features, along the whole of Littleworth Road. There are also three zebra crossings proposed: on Littleworth Road near the access to the new development; on Oxford Road near its junction with Littleworth Road (this junction will become a roundabout); and on Watlington Road east of its junction with Littleworth Road, at the location of the current pedestrian refuge. Plans showing the proposals are included as Annexes to the March report.

Consultation on revocation of one-way order

5. The formal consultation on the revocation of the one way order was carried out between the 24 March and 21 April 2017. The local member, and District Council, together with the police and other statutory consultees were also consulted. A dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals.
6. Twenty-seven responses were received, as summarised at Annex 2. These comprised a response from Thames Valley Police who expressed no objection, South Oxfordshire District Council (Planning West team) expressed their support. There were seventeen objections from members of the public with a further two responses in support.
7. The objections received related to both the suitability of Littleworth Road for two-way traffic and the wider issues of traffic in the village taking account not only of the development on the north side of Littleworth Road but also other anticipated development in the area.
8. The objections in relation to the suitability of Littleworth Road for two-way traffic are noted, but it is considered that the planned mitigation measures (the 20mph speed limit, weight limit, traffic calming measures and zebra crossings that were included in the March report) should adequately address these specific concerns.

Wider concerns on the traffic impact of planned development

9. It is accepted from the responses to the consultations on the proposals (i.e. not only the revocation of the one-way restriction, but also the package of other measures as previously reported), and as raised by the local member and representative of the Benson Neighbourhood Plan Infrastructure team at the Decisions meeting on 2 March, that there is significant local concern over the wider traffic impact not only of the development off Littleworth Road but also the other anticipated development in the area, and in particular that safety and traffic congestion in the village – including on the Oxford Road by the primary school – will be significantly impaired unless an 'edge' road is provided.
10. Officers consider that the package of measures in and adjacent to Littleworth Road will significantly and adequately mitigate the impact of the approved development which is funding these measures, noting – as stated in the March report – that planning consent has been granted for the development and the new road layout of Littleworth Road.
11. It should also be noted that, as previously presented, the balance of opinion on the measures as previously consulted on was supportive, as set out in the table below:

Proposal	Support	Neutral	Object
20mph speed limit	11 (58%)	1 (5%)	7 (37%)
Traffic calming measures	10 (53%)	3 (15%)	6 (32%)
Zebra crossings	9 (47%)	4 (21%)	6 (32%)
Weight limit	11 (58%)	1 (5%)	7 (37%)

12. Specifically on the concerns raised in the previous consultation on the proposed weight restriction on Littleworth Road and the consequent diversion of HGV's on to the adjacent road network including Oxford Road, a survey commissioned by the developer on 28/29 March 2017 recorded only five medium sized goods vehicles used Littleworth Road in this period. It would therefore appear that very few such vehicles in practice would be diverted onto other routes, noting also that not all of the five vehicles recorded would necessarily have exceeded 7.5 tonnes.

How the Project supports LTP4 Objectives

13. The proposals will facilitate the safe and efficient movement of traffic arising from the development and will enhance pedestrian facilities in the area.

Financial and Staff Implications (including Revenue)

14. Funding for the proposals is being delivered by the developers of adjacent land; the appraisal of the proposals and consultation has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATION

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

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Consultation responses

Contact Officers: David Tole 07920 084148

April 2017

Division(s): Benson & Cholsey

CABINET MEMBER FOR ENVIRONMENT – 2 MARCH 2017**PROPOSED 20MPH SPEED LIMIT, TRAFFIC CALMING MEASURES,
ZEBRA CROSSINGS AND WEIGHT LIMIT LITTLEWORTH ROAD
BENSON****Report by Director for Infrastructure Delivery****Introduction**

1. This report presents objections and comments received in the course of the statutory consultation on proposals to introduce a 20mph speed limit, supporting traffic calming measures, zebra crossings and a 7.5 tonne weight limit on Littleworth Road at Benson.

Background

2. Development of land on the north east side of Littleworth Road for housing has been approved by South Oxfordshire District Council, and measures are proposed (to be funded by the development if approved) to improve safety taking account of the additional traffic and pedestrian trips that will be generated by the development.
3. The proposals include the introduction of a 20mph limit (instead of 30mph) a 7.5T weight limit and traffic calming features, along the whole of Littleworth Road (as shown in Annex 1). There are also three zebra crossings proposed: on Littleworth Road near the access to the new development; on Oxford Road near its junction with Littleworth Road (this junction will become a roundabout); and on Watlington Road east of its junction with Littleworth Road (at the location of the current pedestrian refuge. These sites are shown in Annexes 2, 3 & 4. Annex 5 shows the proposals in the overall context of the village, along with key locations mentioned in some of the consultation responses.

Consultation

4. These proposals require new Traffic Regulation Orders to be promoted, and also the statutory consultations in respect of the proposed traffic calming measures and zebra crossings. Accordingly, a formal consultation was carried out between 12 January and 24 February 2017, comprising the publishing of a notice in the local newspaper, the provision of street notices, and letters being sent to properties adjacent to the proposals. The local member, and District Council, together with the police and other statutory consultees were also consulted. A dedicated page was also added to the

County's online consultation portal to allow people to view and respond to the proposals.

5. Twenty responses were received, comprising 11 expressions of support, and 9 objections, and also a response from Thames Valley Police expressing no objections, but raising a number of queries relating to the proposals. These are summarised in Annex 6, and as shown in the annex, the expressions of support in some cases expressed a neutral view on some elements of the scheme. Similarly, those expressing an objection did not necessarily object to all elements of the scheme. The table below provides a summary of the responses in respect of each element of the scheme (this summary does not include the Police response):

Proposal	Support	Neutral	Object
20mph speed limit	11 (58%)	1 (5%)	7 (37%)
Traffic calming measures	10 (53%)	3 (15%)	6 (32%)
Zebra crossings	9 (47%)	4 (21%)	6 (32%)
Weight limit	11 (58%)	1 (5%)	7 (37%)

Response to objections and concerns

6. The response of Thames Valley Police expressing no objections is noted, and it is confirmed in respect of the queries raised that the crossings will comply with guidelines in respect of their layout taking account of the traffic speeds (noting also the specific comments in relation to the proposed zebra crossing on Watlington Road), and that Littleworth Road will be widened to accommodate two way traffic and the one-way order revoked; the widening will also address the comments made about vegetation growth on the northern side of Littleworth Road.
7. The police comments on the enforcement of the proposed 20mph speed limit and weight limit are also noted, and it is accepted that police resources for enforcing such restrictions are under severe pressure. The traffic calming measures proposed will nevertheless support compliance with the 20mph speed limit.
8. The support of Ewelme Parish Council is noted. The remaining responses were received from members of the public, primarily comprising residents of Benson, although in two cases addresses were not supplied, and a response was also received from a member of the public not living in the village.
9. As will be seen from the above table, the majority of responses in respect of each proposal were either supportive or neutral. The detailed responses as summarised in Annex 6 show that while there were few objections in principle to any of the proposals, there were nevertheless significant concerns that they will encourage traffic presently using Littleworth Road to divert to other roads and thereby exacerbate traffic and safety problems on the adjacent road network, in particular on the Oxford Road and Castle Square, which are

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of especial concern given the primary school sited on Oxford Road, and the considerable numbers of pedestrians (including school children) crossing at Castle Square.

10. While it is accepted that there may be some diversion of traffic away from Littleworth Road as a result of the proposed works, it is not considered that this will in practice make a significant difference given that the road will become two way, and that therefore some westbound traffic may well choose to use it rather than via Castle Square and Oxford Road, currently the only route westwards through the village.
11. Some of the responses raised concerns over the enforcement of the proposed 20mph speed limit and weight restriction, and as noted in respect of the police response, it is accepted that resources for enforcement are under severe pressure, although the 20mph speed limit will be supported by the proposed traffic calming measures.
12. Requests were also made by some respondents that signals rather than zebra crossings are provided on the grounds that the former are safer. Monitoring of the safety of different types of crossing however show very little difference in their safety performance providing the crossings are installed in accordance with the relevant national guidance.
13. Several responses noted that the car park by the village hall is used for parking by parents of children attending the primary school, who cross Littleworth Road with school students to then access the footpath link to the school, and requested that a zebra or other controlled crossing, rather than the uncontrolled crossing point currently proposed. As shown on the plan in Annex 1, the layout of the junction of the Littleworth Road and the Watlington Road is being simplified by the removal of the triangular island. This will require pedestrians crossing here to only cross one two lane road, rather than the two as currently required, and should provide for a better view of traffic approaching from the south west on the B4009.
14. Some concerns were also raised on the visibility of the proposed crossing on the Watlington Road due to the bends. However the visibility achieved for this crossing exceeds the minimum as specified in the national guidance on the design of crossings.
15. More general concerns, allied to those relating to the diversion of traffic from Littleworth Road onto less suitable roads, were that the wider planning of development within the village needs to be better co-ordinated, with the provision of a new link road to the north of the current built-up area being suggested as a way of helping address the current traffic and safety issues in the village, and specifically the traffic impact of the proposed development on Littleworth Road. These matters are however considered to be beyond the scope of this report, noting that planning consent has been granted for the development.

How the Project supports LTP4 Objectives

16. The proposals will facilitate the safe and efficient movement of traffic arising from the development and will enhance pedestrian facilities in the area.

Financial and Staff Implications (including Revenue)

17. Funding for the proposal is being delivered by the developers of adjacent land; the appraisal of the proposals and consultation has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATION

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

DIRECTOR FOR INFRASTRUCTURE DELIVERY

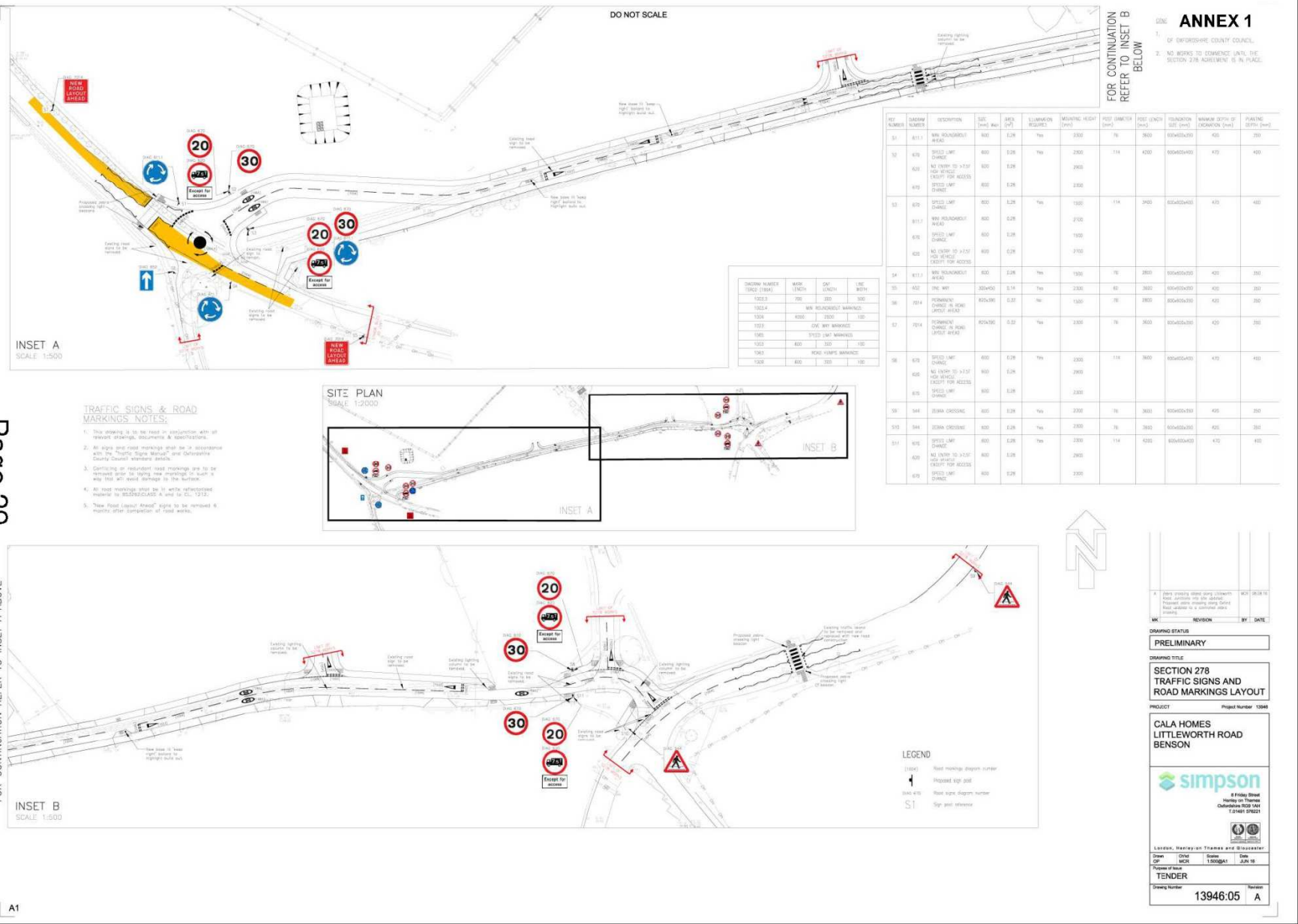
February 2017

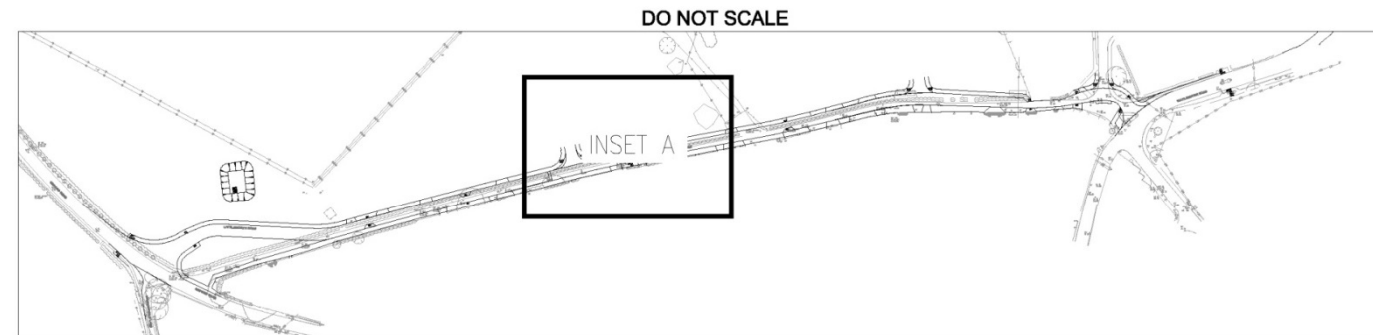
Background papers: Consultation responses

Contact Officers: David Tole 07920 084148

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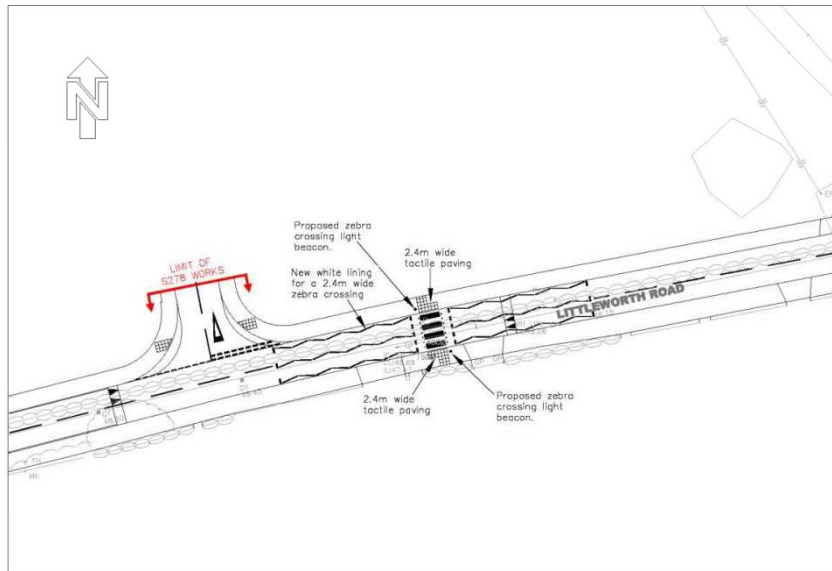
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SITE LOCATION PLAN

SCALE 1:2000



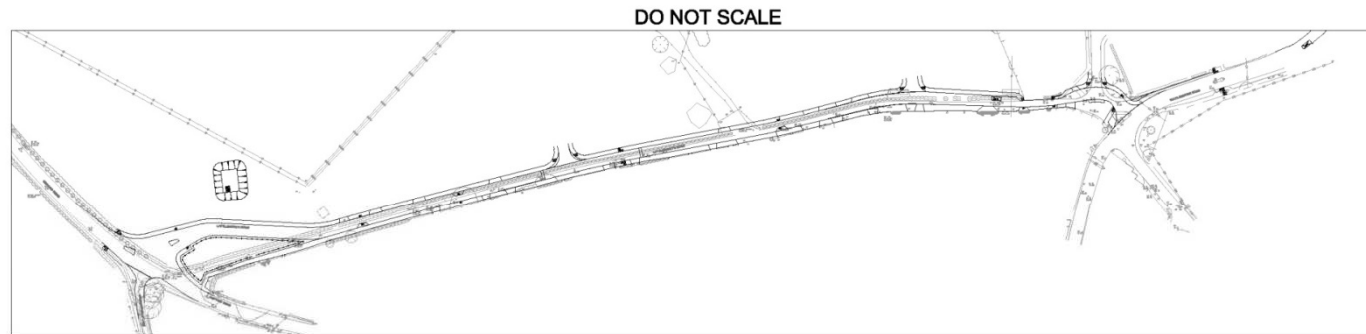
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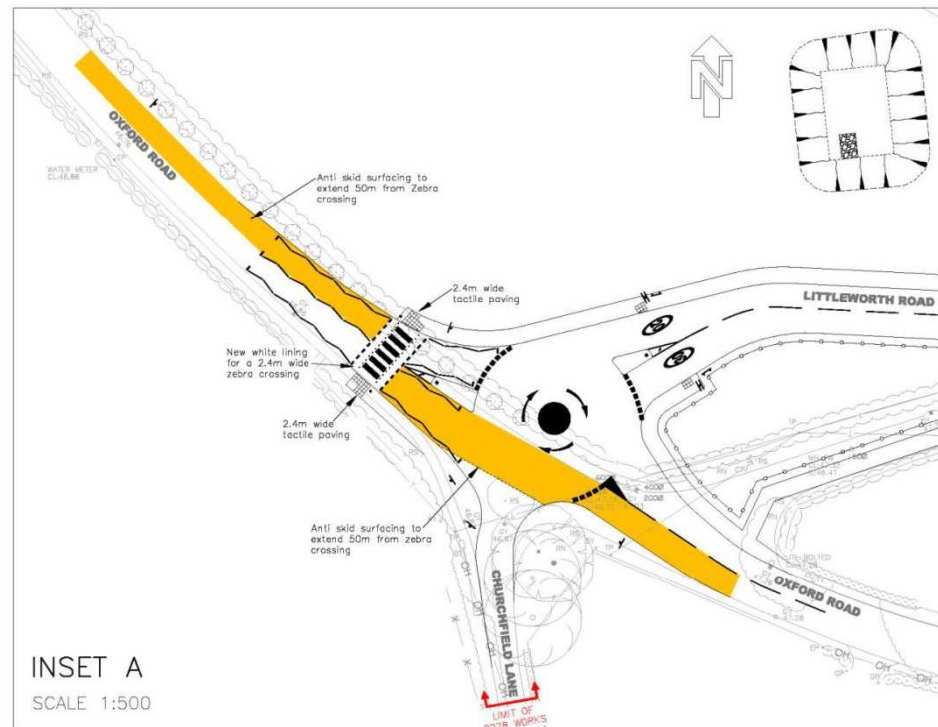
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ANNEX 2

MR	REVISION	BY	DATE
DRAWING STATUS			
PRELIMINARY			
DRAWING TITLE			
SECTION 278 ZEBRA CROSSING LITTLEWORTH ROAD			
PROJECT		Project Number 13946	
CALA HOMES LITTLEWORTH ROAD BENSON			
 8 Friday Street Henley-on-Thames Oxfordshire RG9 1AH T 01491 07621			
 London, Henley-on-Thames, Gloucester and Exeter			
Drawn MCR	Crtd AS	Scale SHOWING A1	Date NOV 18
Purpose of Issue			
INFORMATION			
Drawing Number 13946:SK11		Revision -	



SITE LOCATION PLAN
SCALE 1:2000



INSET A
SCALE 1:500

A	ROUNDABOUT AND PEDESTRIAN CROSSING UPDATED FOLLOWING COMMENTS FROM OCC.	MCR	15.12.16
REV	REVISION	BY	DATE

DRAWING STATUS
PRELIMINARY

DRAWING TITLE
**SECTION 278
ZEBRA CROSSING
OXFORD ROAD**

PROJECT
Project Number 13946

**CALA HOMES
LITTLEWORTH ROAD
BENSON**



8 Friday Street
Henley-on-Thames
Oxfordshire RG9 1AH
T 01491 07621



London, Henley-on-Thames, Gloucester and Exeter

Drawn MCR	Crtd AS	Scale SHOWING A1	Date NOV 16
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Purpose of Issue
INFORMATION

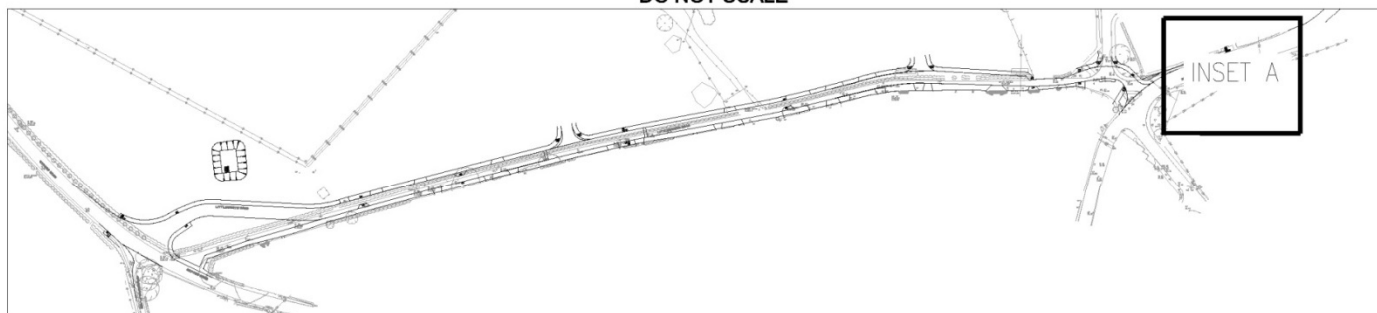
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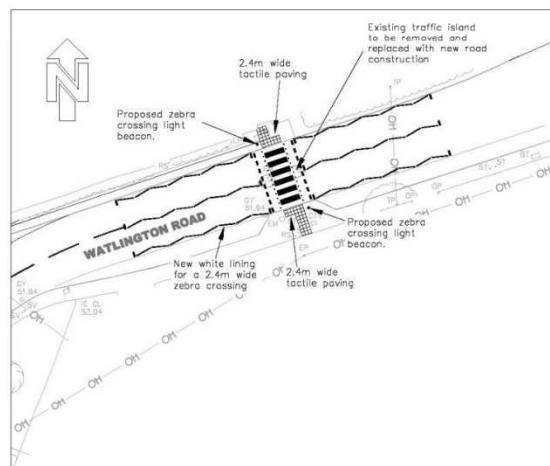
ANNEX 4

DO NOT SCALE



SITE LOCATION PLAN

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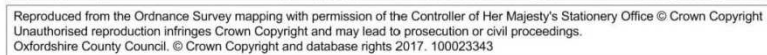


INSET A

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MC	REVISION	BY	DATE
DRAWING STATUS			
PRELIMINARY			
DRAWING TITLE			
SECTION 278 ZEBRA CROSSING WATLINGTON ROAD			
PROJECT		Project Number 13946	
CALA HOMES LITTLEWORTH ROAD BENSON			
 8 Friday Street Henley-on-Thames Oxfordshire RG9 1AH T: 01491 678221			
 London, Henley-on-Thames, Gloucester and Exeter			
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Purpose of issue			
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Respondent	Summary Response
Thames Valley Police	<p>No objection –but made following comments:</p> <p><u>Proposed zebra crossings</u>: these need to fully comply with current pedestrian crossing legislation, and be compatible with the current traffic speeds.</p> <p><u>Oxford Road</u>: Vegetation along the boundary of the new development currently reduces visibility on the approach to both the new crossing and roundabout and should be removed.</p> <p><u>Littleworth Road</u> :</p> <ul style="list-style-type: none"> a) The one way order will require revoking. b) Widening will be needed to accommodate two-way traffic. c) Proposed 20mph speed limit – no objection, but the current speed of traffic is a reliable indicator of how acceptable a new speed limit would be; if it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action, and the 20mph restriction should therefore be self-enforcing. d) Proposed 7.5 tonne weight limit – no objection, but will be a low priority for police enforcement, with complaints of misuse being directed to the Trading Standards team. <p><u>Watlington Road</u>: Expressed some concern over the forward visibility of the crossing due to the nearby bend.</p>
Ewelme Parish Council	Support - the councillors agreed that there is a need for significant safety improvements in this area, and strongly support their installation.
Resident, (Watlington Road, Benson)	Support – this work is essential, in particular the proposed crossing on the Watlington Road
Resident	Object – proposals will increase traffic on Oxford Road, past the school, where the pavements are not wide enough or well-kept enough currently, and at Castle Square, where traffic levels are high and there are already significant difficulties crossing the road. The proposed Zebra crossings will not provide sufficient levels of safety or for all crossing movements e.g. to the petrol filling station / MacDonald's restaurant. It will also be more difficult to cross the Littleworth Road near the village hall car park, which is a route used by parents / children walking to and from school.
Resident	Object - The proposals are contrary to the comments of the planning inspector will lead to additional traffic using Oxford and Castle Square; the proposed zebra crossings are not required (and also commented that the one location requiring a crossing is Castle Square).

CMDE7

Resident, (High Street, Benson)	<u>20mph Speed Limit</u> – Support - <u>Weight Limit</u> – Support – but an additional restriction is needed to prevent HGV's and construction traffic accessing Oxford Road past the school and Castle Square (noting also that the existing HGV restriction from Castle Square to Watlington Road is regularly flouted. <u>Traffic Calming</u> – Neither - I do not know whether this will ensure a steady slow speed <u>Zebra Crossings</u> – Support – but was unclear on the proposed footway provision, noting also that the Parish Hall car park is used for school parking. Also commented that visibility of the crossing must be adequate, noting that on Watlington Road visibility is restricted by the bends and commenting that additional measures are required to slow traffic, and that the proposed crossing on Oxford Road is on the exit of the roundabout. Also commented that a new link road north of Littleworth Road is required and that development should be postponed until provision is made for the extra volume it creates.
Resident, (Watlington Road, Benson)	<u>20mph Speed Limit</u> and <u>Weight Limit</u> – Support provided these are enforced. <u>Traffic Calming</u> and <u>Zebra Crossings</u> – Support Note concerns over safety at the existing pedestrian refuge on Watlington Road due to speeding and HGV's not complying with the weight limit. Also requests traffic light controlled crossing and 20mph speed limit on the Watlington Road, noting also possible future development and the provision of a route to the north of Littleworth Road, and – if this happens – the desirability of a 20mph limit on the existing village roads.
Resident, (Brook Street, Benson)	<u>20mph Speed Limit</u> and <u>Traffic calming</u> – Support – but should be applied to other roads in the village, including to avoid risk of traffic diverting on Littleworth Road diverting on to these roads. <u>Zebra Crossings</u> – Support - but adequate crossings should be provided elsewhere in the village. <u>Weight Limit</u> – Object - -will divert more traffic onto Oxford Road and Castle Square
Online response	<u>20mph Speed Limit</u> – Object - a strategic view of the impact on the road network not just from this development but the other applications within Benson and the surrounding area. <u>Weight Limit</u> – Object - HGV will divert to Castle Square which is unsuitable for HGV traffic. <u>Traffic Calming</u> – Support ; <u>Zebra Crossings</u> – Object - The crossings at Littleworth Road controlled crossing for the safety of children who will need to cross this road to get to the school playing fields. The crossing on Watlington Road needs to be light controlled crossing to improve visibility from the bend in the road.
Resident, (Chapel Lane, Benson)	<u>20mph Speed Limit</u> – Support - <u>Weight Limit</u> – Neither – HGV's will be diverted to other routes <u>Traffic Calming</u> – Neither - I am not sure if this will aid flow of traffic in this area <u>Zebra Crossings</u> – Neither - I support the presence of zebra crossings with following comments: <i>Watlington Road</i> : pedestrian access to the Parish Hall needs to be maintained & sufficient footway provided at the end of the Littleworth road to enable pedestrians to walk around the corner & to cross to access the Littleworth Path. <i>Littleworth Road</i> – the plan is not clear on the proposed footway provision. <i>Oxford Road</i> – queried justification for this crossing, and that it will not assist pedestrians crossing to / from the bus stops, or journeys to /from the school.

CMDE7

	<i>General comments:</i> concerned about the generation of traffic on Littleworth Road, and that traffic currently using Littleworth Road will divert to Oxford Road and Castle Square, adding to the difficulties and danger of crossing these roads. I urge you to reconsider these proposals to ensure crossings are sited in areas of maximum need. It may also be prudent to consider a relief road prior to the development of all suitable land.
Resident, (Littleworth Road, Benson)	<u>20mph Speed Limit</u> – Object - Benson needs a new through route, and in its absence, Littleworth Road should not be made less attractive for traffic. A 20mph speed limit in the village should be considered when a through route has been provided. <u>Weight Limit</u> – Object - If Watlington gets a new through road and Benson doesn't, then the traffic on the B4009 will grow by over 50% with a big increase in HGVs. This traffic cannot be accommodated through Castle Sq and then Oxford Rd/Church Rd. <u>Traffic Calming</u> – Object - They may be unnecessary depending on the possible through route <u>Zebra Crossings</u> – Object – to the crossing on Watlington Rd due to the restricted visibility; a signalled crossing here would be preferable and to the crossing on Littleworth Road, where again a signalled crossing is needed especially on account of the use of the road by children.
Resident, (Littleworth Road, Benson)	<u>20mph Speed Limit</u> – Support - if enforced, <u>Weight Limit</u> – Support - if enforced- <u>Traffic Calming</u> – Support -The traffic calming should make it safer to drive and walk along our road. <u>Zebra Crossings</u> – Support - Pedestrians especially children need protecting from the increased faster traffic.
Resident, (Paddock Close, Benson)	<u>20mph Speed Limit</u> – Support – but requests provision elsewhere in the village given the other development planned. <u>Weight Limit</u> – Support – but again requests consideration on other village <u>Traffic Calming</u> – Support - Selective traffic calming needed, but not a complete answer. <u>Zebra Crossings</u> – Support - We currently have no controlled crossings in the village.
Resident, (Old London Road, Benson)	<u>20mph Speed Limit</u> – Support ; <u>Weight Limit</u> – Support ; <u>Traffic Calming</u> – Support ; <u>Zebra Crossings</u> – Support – but noted the difficulties / dangers in crossing the road in other parts of the village, including the High Street and Castle Square, and that these will be increased by traffic generated by the developments.
Resident, (Preston Crowmarsh)	<u>20mph Speed Limit</u> – Support ; <u>Weight Limit</u> – Support ; <u>Traffic Calming</u> – Support ; <u>Zebra Crossings</u> – Neither – concerned over on the lack of a proposed crossing / linking footway for parents using village hall car park and then crossing the Littleworth Road to use the footpath to the school
Resident, (Pensfield, Benson)	<u>20mph Speed Limit</u> – Object – will divert traffic to Oxford Road (past the primary school) & Castle Square and Watlington Road which are narrow & dangerous to cross with no pedestrian crossings; a 20mph limit is needed on all village roads. <u>Weight Limit</u> – Object – again due to the diversion of HGV's onto other less suitable roads. <u>Traffic Calming</u> – Object – again for the above reasons – calming is needed on other village roads <u>Zebra Crossings</u> – Object - The Oxford Road crossing should be the other side of the roundabout and closer to Benson to help walkers from the village going to bus stops and facilities at the garage area to do so safely. A zebra crossing should also be put in closer to the school.
Member of public, not resident of	<u>20mph Speed Limit</u> – Object – such limits are ignored and create resentment against local authorities; <u>Weight Limit</u> – Support ; <u>Traffic Calming</u> – Object – do not consider there is a need and could increase risk of accidents as people

CMDE7

Benson,	compensate by speeding up elsewhere. Prefers the provision of speed cameras. <u>Zebra Crossings</u> – Neither
Online response	<u>20mph Speed Limit</u> – Object – will divert traffic to other roads, including Castle Square where it is already very difficult to cross, especially for children. <u>Weight Limit</u> – Object – will divert traffic onto other less suitable roads. <u>Traffic Calming</u> – Object – The traffic calming needs to be more widely applied in the village to include other roads facing additional traffic. <u>Zebra Crossings</u> – Object – signalled crossings are required, and also a crossing at the east end of Littleworth Road and at Castle Square. The crossing at the bottom end of Littleworth Road (near the BP garage) will require you still to cross at the roundabout to walk to Macdonald and M&S, in addition to getting to the footpaths opposite the garage. The plans need to be thought of in the wider context of Benson Village, not just Littleworth Lane.
Resident, (St Helen's Avenue, Benson)	<u>20mph Speed Limit</u> – Support – but requests that it should start at the proposed zebra crossing on the Oxford Road B4009 and continue along Oxford Road, Castle Square and the Watlington Road to the point where the road is built out adjacent to the Meer at the edge of the village. <u>Weight Limit</u> – Support – but request that it is extended & enforced. <u>Traffic Calming</u> – Support ; <u>Zebra Crossings</u> – Support – but consider these should be signalled, and that a zebra crossing should be provided at the eastern end of Littleworth Road.
Resident, (Westfield Road, Benson)	<u>20mph Speed Limit</u> – Neither – concerned about pedestrians crossing the road from by the parish hall, and that there will be congestion on Watlington Road due to traffic turning to Littleworth Road. <u>Weight Limit</u> – Support ; <u>Traffic Calming</u> – Neither ; <u>Zebra Crossings</u> – Neither – There will be difficulties crossing on the Watlington Road because of the amount of traffic that will be coming from the Littleworth Estate especially at School starting and finishing times.

Respondent	Summary Response
Thames Valley Police	No objection
South Oxfordshire District Council (Planning West)	Support
Resident (Brook Street, Benson)	Object – the proposal to allow two-way traffic will increase the existing dangers, particularly at the junction with Watlington Road, and would encourage the use of Littleworth Road as a rat –run.
<i>Address not supplied</i>	Object - the proposals – including those previously consulted on – will lead to additional traffic including HGV's on the Oxford Road, presenting a high risk of accidents by the primary school.
Resident (Millar Close, Benson)	Object – Littleworth Road is already busy and the proposals will aggravate the existing problems on the road, including use by HGV's.
Resident (Brook Street, Benson)	Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An 'edge' road is required.
Resident, (Oxford Road, Benson)	Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An 'edge' road is required. If Littleworth Road became two way, the new housing development to the north would be divided from the main village; also the pinch point on the road would lead to an untenable situation with two way traffic

CMDE4

Resident (Watlington Road, Benson)	Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An ‘edge’ road is required, and the access to the development on Littleworth Road should be from the Oxford Road, with no changes being made to Littleworth Road.
Resident, (Preston Crowmarsh)	Object – The proposals do not indicate any substantial widening of the road, the increased road traffic which will be significant from the development must be catered for but to do so without widening the road with pavements is nonsense.
Resident, (One End Lane, Benson)	Neither – The new road traffic island that is planned at the south-west junction of Littleworth Road and Oxford Road needs to be fully implemented and operational before the order is rescinded. This is to reduce the risk of accidents due to the current very poor levels of visibility at this location (and hence partly why this is was made a one-way road in the first place).
Resident, (Crown Lane, Benson)	Object – The development will cause traffic problems due to traffic generation, access or safety problems, whilst the proposed 7.5 tonne weight limit is unlikely to be enforced. The proposal also dramatically reduces the amount car parking available and provides insufficient replacement parking space itself.
Resident, (Old London Road, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents by the primary school.
Resident, (Preston Crowmarsh)	Object – The proposal will change the nature of Littleworth Road forever, and It is by no means certain this will be needed and hence should not be done at this time. The proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An ‘edge’ road is required.
<i>Address not supplied</i>	Object – the proposal to allow two-way traffic will increase the existing dangers, particularly for residents exiting their properties and at the junction with Watlington Road, whilst also encouraging the use of Littleworth Road as a rat –run.
Resident,	

CMDE4

(Blacklands Road, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents by the primary school.
<i>Address not supplied</i>	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents.
Resident, (Sunnyside, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents, whilst also encouraging the use of Littleworth Road as a rat-run. The proposal (and those previously consulted on) fail to address the wider traffic pressures.
<i>Address not supplied</i>	Object – The proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area and will only increase the existing dangers presenting a high risk of accidents by the primary school. A holistic view of the complete traffic situation in Benson and the safety of residents is required.
Resident, (Littleworth Road, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers, while the increased volume of traffic and use of the road this development will bring about could result in structural damage to the adjacent properties. A compromise and solution would be for the estate to have its own road which provides both entry and exit for all the properties in the development.
Resident, (Castle Square, Benson)	Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area. An 'edge' road is required.
Resident, (Oxford Road, Benson)	Support – in the belief that the proposal is based on diverting the extreme amounts of traffic (both lorry and vehicle) from the existing route through Benson.
<i>Address not supplied</i>	Support – providing that Littleworth Road is widened sufficiently to enable a free flow of traffic in both directions.

CMDE4

<i>Address not supplied</i>	Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area, and will only increase the existing dangers presenting a high risk of accidents. An ‘edge’ road is required.
Resident (Watlington Road, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents.
Resident (Watlington Road, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents.
Resident, (Littleworth Road, Benson)	Object – The proposal to allow two-way traffic will increase the existing dangers particularly at the junctions, presenting a high risk of accidents.
Resident, (Littleworth Road, Benson)	Object – the proposal (and those previously consulted on) fail to address the wider traffic pressures due to planned development in the area, and will only increase the existing dangers presenting a high risk of accidents. An ‘edge’ road is required.

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Division(s): St Clement's & Cowley Marsh
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CABINET MEMBER FOR ENVIRONMENT– 27 APRIL 2017

PROPOSED REMOVAL OF PERMIT HOLDERS BAYS IN COLLINS STREET, OXFORD

Report by Director for Infrastructure Delivery

Introduction

1. This report considers objections received as a result of a formal consultation on proposals to remove permit holders bays on the north side of Collins Street, Oxford and replace with double yellow lines.

Background

2. Planning permission has been granted for development of an apartment block with offices on the ground floor on the former Travis Perkins builders' merchants site in Collins Street. This included moving the vehicular access along the street which in turn requires removal of all or part of the permit holder bays outside the development on the north side of the street (see plan at Annex 1).

Formal Consultation

3. A copy of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice appearing in the local press, containing the proposed parking place changes were sent to formal consultees on 26 January 2017. These documents, together with supporting documentation and a plan, were deposited for public inspection at County Hall and at the local library. At the same time, the Council wrote to occupants of properties who might be affected by the proposals, seeking their views on the changes.
4. One business in Collins Street, the proprietor of which is a permit holder, objected to the proposals. He is unhappy that the parking bay is being removed because the vehicular access has been changed as part of the planning permission – had the original access been kept then all the parking could have been retained. The situation is exacerbated by the temporary loss of the shared-use bay on the south side due to the needs of construction.
5. The developer advises that they need the permanent removal of the permit holders only bays on the north side to prevent their new vehicular access at Wavy Gate from being blocked, as it is required for their maintenance contractors, deliveries, and Emergency Services. Further, this is the only

access registered with OFSTED for the student boarding accommodation to the rear.

6. Having carefully considered the points made by the objector and the developer, and recognising that there is no other permit holders only parking in this part of the street, it is suggested that the proposals proceed, but with a single permit holders only space retained to the east of the Wavy Gate entrance.

Financial and Staff Implications (including Revenue)

7. The cost of all the proposed work under consultation, including that described in this report, will be met by the developer.

RECOMMENDATION

8. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed changes, amended as set out in the report**

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

April 2017



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Division(s): Banbury, Grimsbury & Castle
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CABINET MEMBER FOR ENVIRONMENT – 27 APRIL 2017

PROPOSED WAITING RESTRICTIONS CATTLEMARKET AND WATERLOO DRIVE AREAS, BANBURY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on proposals to introduce waiting restrictions in various roads in the Cattlemarket and Waterloo Drive areas in Grimsbury, Banbury.

Background

2. Following requests through the local Member for action to address commuter parking concerns in parts of the Cattlemarket estate and also in the Waterloo Drive area an informal consultation on possible additional parking restrictions was carried out by Cllr Beal in 2016. Subsequently, formal proposals were developed for a number of roads and these are shown at Annexes 1, 2 and 3.

Consultation

3. These proposals require an amendment to the relevant Traffic Regulation Order and, accordingly, a formal consultation was carried out in February and March 2017, comprising the publishing of a notice in the newspaper, the provision of street notices, and over 300 letters being sent to properties adjacent to the proposals. The local member, together with the police and other statutory consultees were also consulted. A dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals.
4. A total of 22 responses were received, including six specifically relating to the Cattlemarket area proposals, nine relating to Merton Street and six for Waterloo Drive area; these are summarized at Annex 4. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Response to objections and concerns

5. Thames Valley Police have no objection to the proposals, noting that the areas have a lot of displacement parking from the station and town centre which causes problems for the Police. They comment that whilst the proposed restrictions will improve the situation they may cause some further

displacement into other areas; they also note that the one hour restriction proposed for the Waterloo Drive area has been used at other locations across the county and offers a focussed time for Police when able to supervise which reduces the need for all-day attention with restrictions elsewhere.

6. The responses from residents in Alma and Marshall Roads (the principle streets in the Cattlemarket estate) are mixed, with some support for the proposals whilst others are very concerned about the effect of the restrictions on them as residents needing to park cars. Several suggest that a permit system be introduced as a more appropriate method to manage parking; unfortunately this cannot be offered as a solution whilst parking enforcement in Banbury (and elsewhere in Cherwell) remains with the Police, in line with long-standing policy. A number of respondents have concerns about parking for visitors and the need for better enforcement of the private parking areas, where there are spaces specifically set aside for visitors; these are properly matters for the property management companies to address. Comments regarding problems with parked vehicles blocking accesses into private parking areas can be addressed with Keep Clear markings.
7. The responses to the proposed additional parking restrictions on Merton Street were almost wholly negative. The changes were developed in response to concerns from some residents in the Cattlemarket area seeking improvements to the traffic flow in/out of Alma Road as well as along Merton Street itself. In the light of the overwhelming response, and after consultation with Cllr Beal, it is suggested that the additional restrictions on Merton Street do not proceed.
8. The responses to the proposals to introduce 1-hour parking restrictions on alternate sides of roads in parts of the Waterloo Drive area were generally positive. The concerns of some respondents about enforcement are noted but these should be seen in the context of the comments from the Police noted earlier in this report. It is accepted that there is the potential for the proposed restrictions to simply displace commuter parking to other parts of the estate; this will be an issue that will be kept under review.

How the Project supports LTP4 Objectives

9. The proposals will facilitate the safe and efficient movement of traffic by the better management of parking in the area.

Financial and Staff Implications (including Revenue)

10. Funding for the proposal is being provided through S106 funding; the appraisal of the proposals and consultation has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATIONS

11. The Cabinet Member for the Environment is **RECOMMENDED** to:
- (a) **approve implementation of proposals for parking restrictions in the Cattlemarket and Waterloo Drive areas as advertised;**
 - (b) **not approve the proposals for additional parking restrictions in Merton Street**

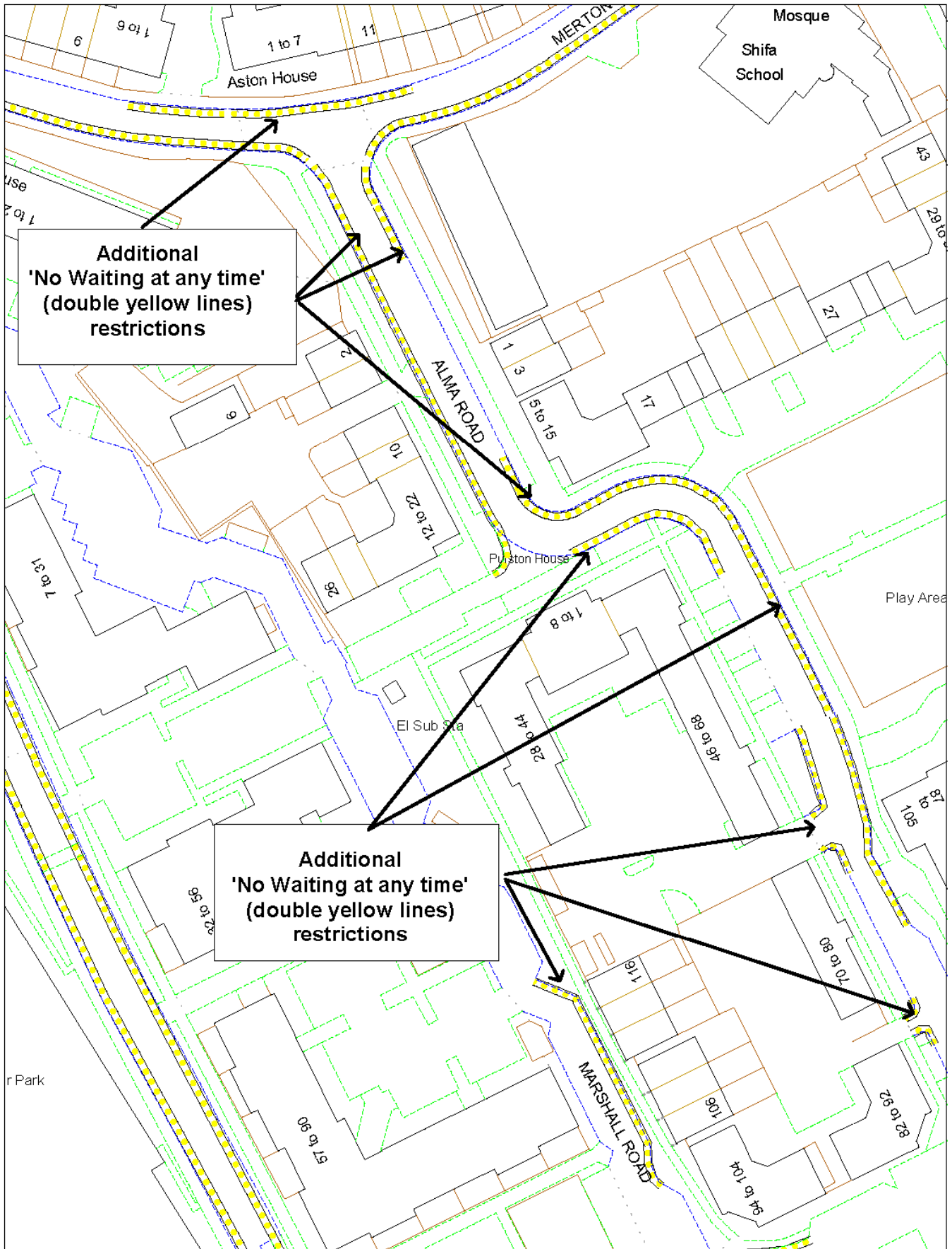
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

April 2017

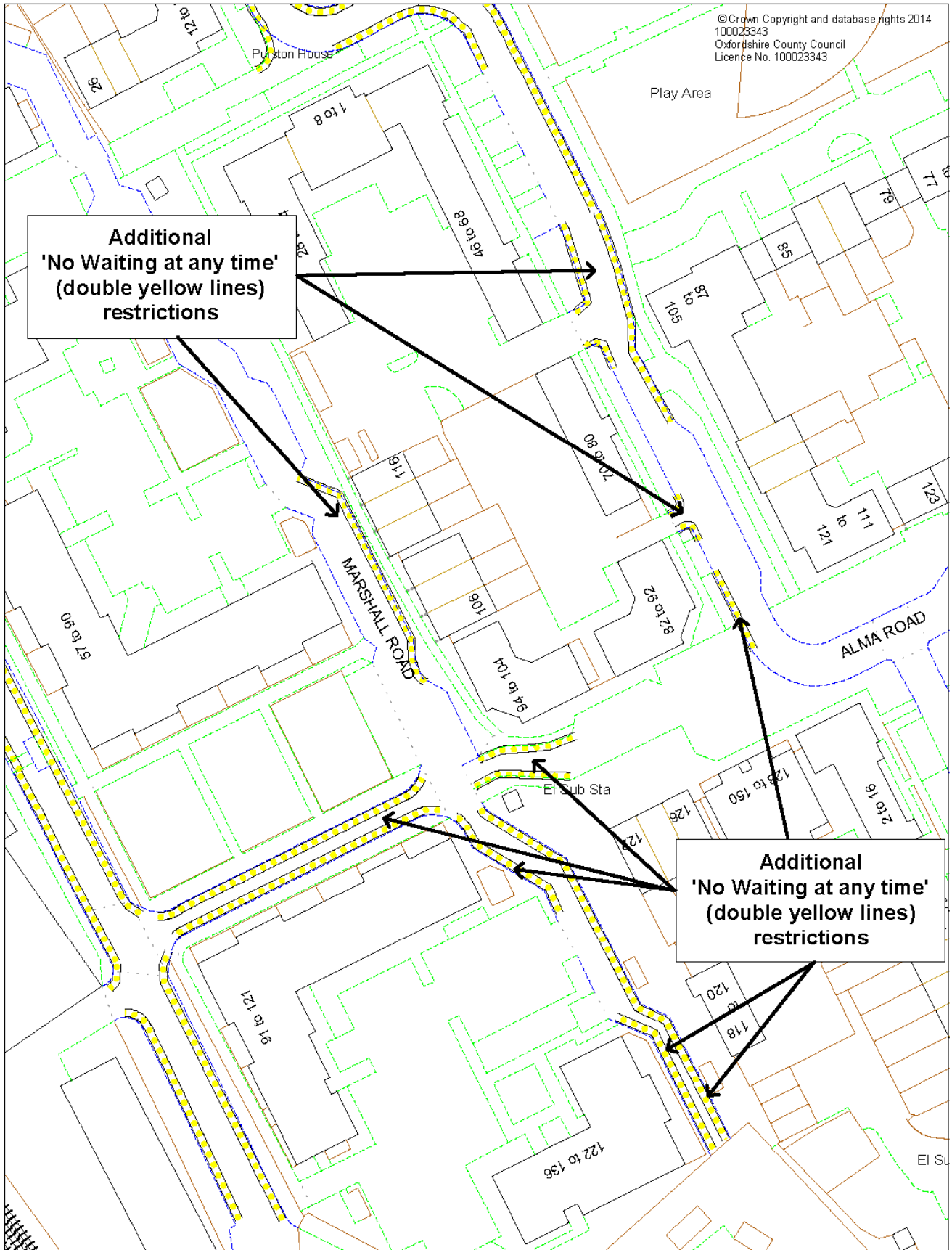


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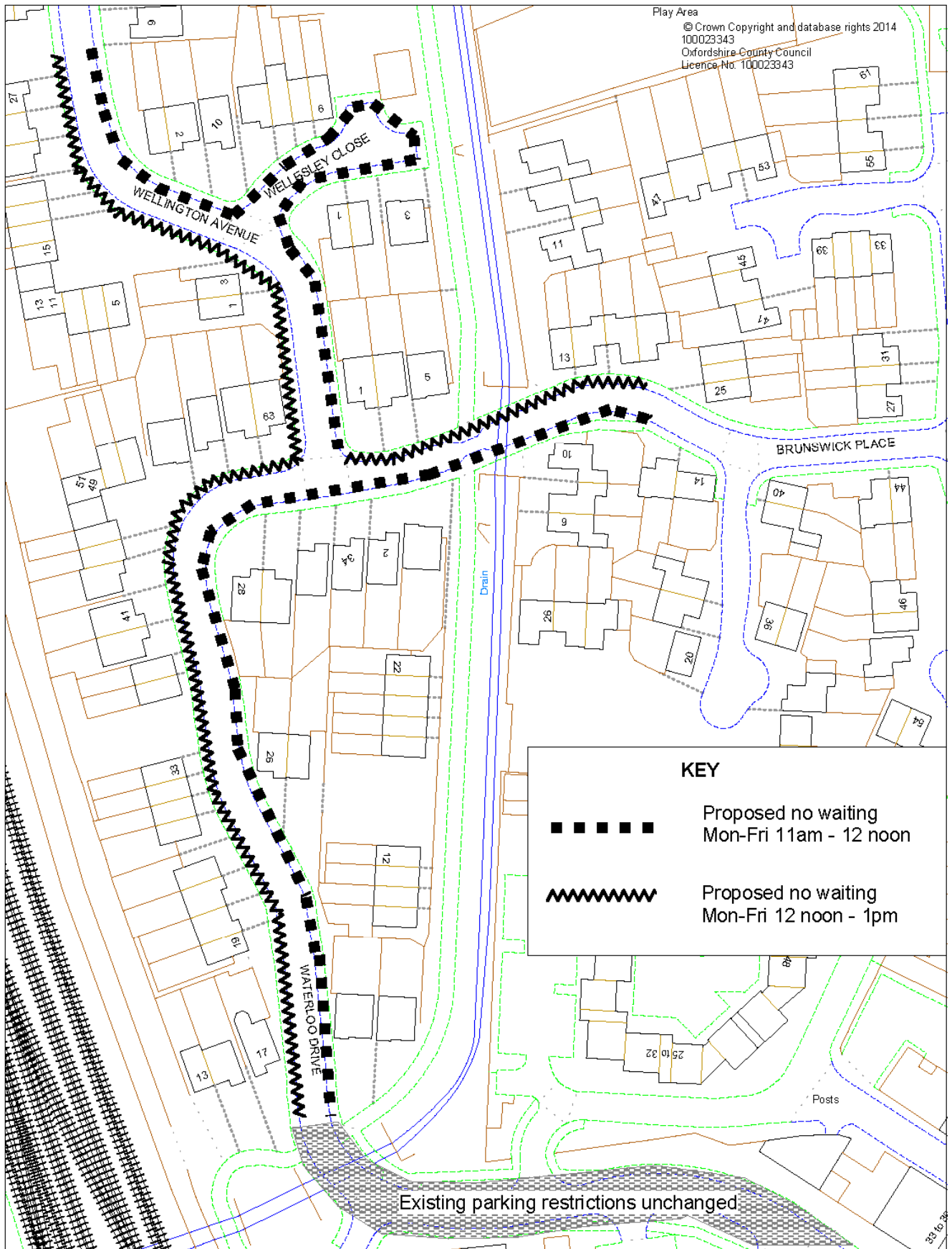


**PROPOSED PARKING RESTRICTIONS
MERTON STREET AND ALMA ROAD
BANBURY**
(existing restrictions on Merton Street remain)

SCALE	1:750
DATE	
DRAWING No.	
DRAWN BY	



 OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk		PROPOSED PARKING RESTRICTIONS ALMA ROAD AND MARSHALL ROAD BANBURY (existing restrictions on Higham Way remain)	
		SCALE	1 : 750
		DATE	
		DRAWING No.	
		DRAWN BY	



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POSSIBLE NEW PARKING RESTRICTIONS WATERLOO DRIVE AREA, BANBURY

SCALE 1 : 1000

DATE 03/2016

DRAWING No.

DRAWN BY

Respondent	Comment
General	
Thames Valley Police	<p>Thames Valley Police have no objection the order.</p> <p>With the exception of Waterloo Drive these areas cover the redundant Cattle Market site and close to the Rail Station. The area is newly residential with a lot of Rail and town centre displacement parking in narrow roads which are a problem to the Police. These proposed restrictions will improve the situation but they may cause some further displacement into other areas.</p> <p>Waterloo Drive has suffered from day time parking since it was built some years ago. The increased length of control measures will reduce the attraction. The one hour restriction has been used at other locations across the county and offers a focussed time for Police when able to supervise which reduces the all-day onerous situation with restrictions elsewhere.</p>
Alma Road & Marshall Road	
Resident Alma Road	<p>Generally welcomes the proposals but has specific additional requests:-</p> <ol style="list-style-type: none"> 1. A full road width yellow hatched area to be included opposite the entrance between 4 and 8 Alma Road. The point of this would be to provide a small passing place and also to allow refuse / delivery vehicles to turn and reverse into the driveway access to rear of properties without mounting and damaging the grass verge areas. 2. The double yellow lines should be continuous on both sides of the Alma Road to the frontage of 46-68 Alma Road; lines along this stretch would add definition to public highway. 3. Similarly, double yellow lines should apply to the frontage of 70-92 Alma Road to define the public highway.
Resident Alma Road	<p>It is about time something is done about this situation as it is very dangerous with the amount of cars parked in this area and that do not belong here and these streets are used for free parking for town, local business and the train station. I do hope once it is in place that it is policed and those that disobey will be penalised.</p>
2 Residents Alma Road	<p>I and my partner are very concerned about the impact of such plans on our life – a 2 car household. The issue of people using the train station parking on Alma Road is definitely an issue and at times we are unable to park, definitely not due to residents but rather people avoiding the charges incurred from the train station carpark. Hence we are, in a sense, supportive of changes being made.</p>

	<p>My objection is that if a property on this road has 2 cars (such as us) the effects are going to be detrimental. I wonder why a permit system is not being proposed. I would strongly like a permit system to be considered rather than 'no waiting at any time'.</p> <p>I also have huge concerns that outside our building entrance (87 to 109) there will not be double yellow lines... we already have issues with people parking there and access being prevented from the carpark around the back.</p>
Resident Marshall Road	<p>The proposals appears to be a very "blanket approach" with little consideration for residents of this area. It appears there has been little realisation that the majority of the flats and houses have more than 1 resident which often means there is more than one car. This parking ban will have serious impact on the residents of this area and you have taken little consideration for genuine visitors of the area.</p> <p>Understands the need to stop commuters blocking these roads and is in full support of this however believes a better approach can be taken here without disrupting our lives. Feels that a better approach would have been to apply yellow lines to the start of Alma Road and adopt a "permits only" area to the rest of the site. Allowing each household to have one permit to allow them to maintain a functional lifestyle and not have to walk a mile to get to their vehicle each day before work, as well as allowing scope for visitors to park occasionally for households.</p> <p>Has concerns about:-</p> <ol style="list-style-type: none"> 1. Where carers for the many elderly residents of building 122-136 will park? 2. Where will removals vehicles park? 3. Flats 91-136 have 3 visitor spaces currently used by residents with more than one car. Where will visitors park once the restrictions are in place?
Owner of property in Marshall Road	<p>I own property in Marshall Road. Whilst I can understand the need for restrictions I have two concerns:</p> <ol style="list-style-type: none"> 1. This may force miscreant parkers onto the private allocated spaces of the various blocks of flats 2. The whole exercise is an utterly pointless waste of time and money as it is well known that illegal parking in Banbury is not policed. There are no traffic wardens and the police don't bother and this has been the case for so long that yellow lines are broadly ignored throughout the town

Respondent	Comment
Merton Street	
Resident Merton Street	My concern is as a resident of Merton St is that we don't have enough parking space as it is due to people parking and going to work on trains or in town and by introducing more yellow lines we won't ever get any parking spots or will residents be allowed to park on these lines?
Resident Merton St	Whilst in total agreement that something should be done, where does that leave the residents to park? There are staff from the post office fighting for the spaces and then certain times of the day we have the school run and the mosque timings all clogging up Merton St . Why can't we have resident parking permits to be issued free? People are always looking for spaces close to the town because car parks are so expensive.
Resident Merton Street	This area is primarily residential, and along with residents come vehicles. The housing along Merton Street has little integral parking and I believe that the street parking is of benefit to residents and their visitors. Taking this away so drastically would have a detrimental effect. If casual parking could be discouraged, along with use of the area as a through -road by non-residents then the stated aims could be achieved whilst maintaining ease of living to residents.
Resident Merton Street	I am writing to support the proposed prohibition and restriction of waiting to Merton Street / Alma Road Banbury. I have lived on Merton Street for ten years and the parking situation has deteriorated significantly since the pedestrian bridge to the train station was built. On weekdays down Alma Road there is a significant increase in parked cars (I suspect commuters using the train) parked across grass verges, across pavements completely blocking them so that I have to walk my kids on the road to get round them. The changes will be much welcomed but only if they are enforced.
Resident Merton Street	Suggests that as there are no traffic wardens in Banbury, people already park on double yellow lines – if further double yellow lines are painted, how is this going to be enforced? There are already problems with non-residents parking in the private off-street spaces and additional double yellow lines will only make this worse.
Resident Merton Street	Objects to the proposal as I believe the creation of the no waiting time as proposed will make Merton Street a dangerous street. At the moment the street has a stop start nature to traffic which acts as a deterrent to the many dangerous drivers who use it as a rat run to avoid the long queue on the Middleton Road and if the proposal went ahead this deterrent will be removed which is of particular concern with the primary school and Mosque.
2 residents Merton Street	As above
Group of Residents of Merton Street	We want to state our total objection to your intentions of reducing already acute parking spaces in Merton St and Alma Rd. We already find it very hard to find any parking space near our properties in Merton Street – the houses are 4 bedroom big town houses and the ones which aren't they've been made into flats of 3 etc. each house or flat has at least a car if not 2 or 3. This is our home and we've got no intention of moving and we don't want you to take away from us our little parking that we've got left.

Respondent	Comment
Waterloo Drive	
Resident Waterloo Drive	I support the proposed changes to parking on our street. I think this would stop the main problem which is train users parking here.
2 residents Wellington Ave.	Totally support the proposed parking restrictions for this area. With all the vehicles which are parked on Waterloo Drive it makes it really a single lane road, and seriously obstructs your vision when trying to negotiate the parked cars. Everybody (ourselves included) has off road parking, so the vast majority must be people who just wish to avoid paying any parking fee.
Resident Wellington Ave.	<p>In principle this seems to be a very straightforward and effective way of dealing with the problem in Waterloo Drive and as such I support it. The situation has become such that sooner or later there is going to be an accident or other incident. Often the road is virtually impassable to larger vehicles and could well impede the passage of emergency vehicles.</p> <p>However, I have a major concern which I trust you will accept as valid. The restrictions only extend in Wellington Avenue to just beyond Wellesley Close and thus the problem is merely going to be moved from Waterloo Drive into Wellington Avenue. At the point at which the restrictions are planned to end, there is a long section of road which is already used regularly for long term parking by non-residents. The number of cars parked varies from day to day but there are at least three vehicles of non-residents regularly parked on weekdays from early morning until evening, which together with residents own vehicles, often results in a row of several cars that have to be passed on the wrong side of the road. I would suggest that the simplest and most obvious answer would be to extend the proposed restrictions a further 200 -250 metres along Wellington Avenue as far as Colville Walk or even to Hamilton Close. This would prevent the parking issue being moved to Wellington Avenue and the whole process having to be re-visited in the future.</p>
Resident Wellington Ave.	I welcome the proposed restrictions however I fear they don't go far enough along Wellington Ave; people avoiding parking charges either the towns or the railway station, park as far up as 22 Wellington Ave. Beyond 22 they are unable to park owing to drop curbs. Could I ask that you extend the restrictions up to 22 Wellington Ave?
Resident Brunswick Place	I believe that the only people who will be penalised will be the residents and their visitors. I believe that most vehicles that are parked in Waterloo Drive belong to residents who have run out of parking spaces outside their homes and their visitors. Having been a commuter who drove to a railway station I can say that these streets are too far away. Rather any day long parking is done by people who work in the immediate area such as Middleton

	<p>Road.</p> <p>Who is going to Police the parking restrictions, I am sure that it is not going to be Thames Valley Police and I have never seen a parking warden since I moved here.</p> <p>Finally, as Brunswick Place has no problem with people parking all day, I cannot understand why you include it in the proposed parking restrictions. I believe you are using a sledgehammer to crack a walnut.</p>
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Division(s): Wheatley

CABINET MEMBER FOR ENVIRONMENT – 27 APRIL 2017

PROPOSED PUFFIN CROSSING AND WAITING RESTRICTIONS – LONDON ROAD, WHEATLEY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to install a puffin crossing on the London Road at Wheatley northwest of its junction with The Glebe, and also the provision of waiting restrictions in the vicinity of two new accesses to residential development on the north side of London Road.

Background

2. A consultation on a proposal to provide a puffin crossing (a signal controlled crossing for use by pedestrians) was carried out in the summer of 2016; objections were received and were reported to the Cabinet Member for Environment decisions meeting on 24 November 2016, where it was agreed to review possible alternative locations for the crossing. A further consultation on a revised crossing location, and a separate consultation on proposed waiting restrictions related to the above development (but not otherwise material to the proposed crossing) have now been carried out. The original and revised locations of the puffin crossing are shown at Annex 1 and 2 and the proposed waiting restrictions at Annex 3 and 4.

Consultation

3. The formal consultation on the waiting restrictions was carried out between 12 January and 10 February 2017, and the consultation on the revised location of the puffin crossing between 16 March and 14 April 2017. A public notice was advertised in the Oxford Times and notices placed on site in the immediate vicinity. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Parish & District Councils and the local County Councillor, and letters sent to nearby properties.
4. Six responses were received. These comprised a response from Thames Valley police expressing no objection to either the proposal, though noting that the proposed waiting restrictions would be a low priority for enforcement, and also commenting that on the south side of London Road, where single yellow lines are currently proposed, that double yellow lines might be more appropriate.

5. Two objections were received in respect of the proposed puffin crossing, including from a representative of the St Mary's Close Action Group and another resident of St Mary's Close. These noted that while the revised crossing location was an improvement on that previously consulted on, a crossing between the junction of The Glebe and the western access (as previously requested) would be on the desire line for pedestrians and therefore would be strongly preferable to the current proposal on both pedestrian safety and amenity grounds.
6. Two objections were received from residents (of The Glebe and London Road) in respect of the proposed waiting restrictions by the two new accesses onto London Road being created for the development. One of these cited concerns that the removal of parking would lead to higher speeds on London Road presenting a safety risk, and would also displace parking into side roads including The Glebe and St Mary's Close; the other expressed the opposite view that the restrictions were not sufficiently extensive, and suggested that consideration is given to no waiting at any time restrictions between the Church Road and Holloway Road junctions.
7. A further response from a member of the public expressed no concern over the proposed puffin crossing, but sought clarification on aspects of its design.

Response to objections and concerns

8. The response of Thames Valley police is noted; the proposals for the waiting restrictions and specifically the use of single yellow lines (rather than double yellow lines) on the south side of London Road was proposed as evening parking here was not considered to present a safety risk, but that restrictions during the working day would be helpful to facilitate the movement of larger vehicles (such as refuse collection vehicles).
9. The objections to the proposed revised siting of the puffin crossing are both primarily on the grounds that at crossing east of the junction with The Glebe would be considerably preferable in terms of meeting the main desire line for crossing movements, and would therefore help ensure the maximum safety benefit from the crossing. While it is accepted that the suggested site does have merits from this perspective, it is not considered that a signalled crossing could be safely accommodated here when taking account of the Department for Transport guidance on pedestrian crossings, this is because of its position in relation to side road junctions.
10. The suggested alternative provision of a raised zebra crossing has been considered in depth (a raised crossing would be required as the recorded traffic speeds would otherwise be in excess of the recommended maximum for a zebra crossing), but there are factors – including the acceptability of introducing an isolated road hump on the London Road- that are judged to make this type of crossing provision also unsuitable. Unfortunately it not possible to achieve a formal crossing safely and in line with DfT guidance in this location.

11. The two objections to the waiting restrictions from members of the public are noted – it is accepted that parking can have both positive effects in terms of reducing speeds, but may also present a hazard by restricting visibility at junctions and an obstruction to the passage of vehicles, including cyclists.
12. The current proposals relate only to the immediate vicinity of the two new accesses and would not materially impact on the parking on the road as a whole, and indeed can be considered to be simply giving legal effect to the Highway Code advice not to park within 10 metres of a side road junction, with it being probably unlikely that in practice drivers would choose to park on the lengths of road included in the proposed restriction.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of vehicles and pedestrians and in the area which will significantly increase as a result of the adjacent residential development.

Financial and Staff Implications (including Revenue)

14. Full funding for the proposal has been secured from the developer including appraisal of the proposals, consultation and preparation of all paperwork.

RECOMMENDATION

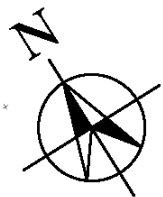
15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals as advertised and described in the report.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

April 2017



Taylor Wimpey

REVISIONS:

- A. 2016-06-10 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS, JIL
- B. 2016-06-16 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS, JIL

Page 44

ROAD AND SEWER ADOPTIONS

1. All works for adoption under a Section 38/278 agreement shall be carried out to the Highway Authority Specification for Road Construction in Residential Areas and to the approval of the Area Highway Authority.
2. All works for adoption under a Section 104/185 agreement shall be carried out to the National Water Council guide "Sewers for Adoption" 7th Edition and shall be in accordance with the Drainage Authority's additions and amendments.
3. Any works carried out on site prior to confirmation of technical approval for Section 104/185 and Section 38/278 Agreements (including street lighting approval) are entirely at the developers risk.
4. Streetlighting positions to be pegged on site and agreed by the Local Authority PRIOR to erection commencing.

GENERAL NOTES

1. Do Not Scale from this drawing.
2. The contractor is to check and verify all buildings and site dimensions and levels, including existing sewer invert levels, before works start on site. The contractor is to comply in all aspects with the current building legislation, British Standards, building regulations etc.
3. Positions of existing services/statutory undertakers apparatus adjacent to or crossing proposed excavations are to be checked by the contractor prior to starting work.
4. This drawing is to be read in conjunction with and checked against all other drawings, engineering details, specifications and any structural, geotechnical or other specialist document provided.
5. Any anomaly or contradiction between any of the above is to be reported to Focus On Design.
6. This drawing is schematic for clarity only, positions of pipe runs and manholes may vary on site due to site conditions.
7. Where trees adjacent to the highway are proposed, root barriers of an approved type are required to prevent future structural damage to the highway.

ROAD MARKINGS AND PUFFIN CROSSING NOTES

1. This drawing is to be read and road markings installed in accordance with the Traffic Signs Regulations and General Directions 2002.
2. Refer to Canwells' drawing no. C/1325/100 for full details of proposed Puffin Crossing.

TRAFFIC REGULATION ORDER PLAN

SCALE: 1:500 @ A4
0 1 2 3 4 5 6(m)

DATE: FEB 2016
DRAWN: JIL

DRAWING TITLE: TRAFFIC REGULATION ORDER PLAN
DRAWING NO: 0554/310 B

THE OLD BREWERY, LODWAY, P.L.L. BRISTOL BS20 0DH
t01275 813300 f01275 813301 e.admin@focusdp.com



**FOCUS
ON DESIGN**

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Taylor Wimpey

- REVISIONS:
- A. 2016-06-10 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS. JIL
 - B. 2016-06-16 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS. JIL
 - C. 2016-11-18 DRAWING NO. REVISED. JIL
 - D. 2017-01-24 LOCATION OF PUFFIN CROSSING REVISED IN RESPONSE TO OCC COMMENTS. JIL

Page 46

ROAD AND SEWER ADOPTIONS

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2. Refer to Canwells' drawing no. C/1325/100 for full details of proposed Puffin Crossing.

TRAFFIC REGULATION ORDER PLAN

SCALE: 1:500 @ A4
0 1 2 3 4 5 6 (m)

DATE: FEB 2016
DRAWN: JIL

DRAWING TITLE: TRAFFIC REGULATION ORDER PLAN
DRAWING NO: 0554/3101 D

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01275 813300 01275 813301 e.admin@focusdp.com

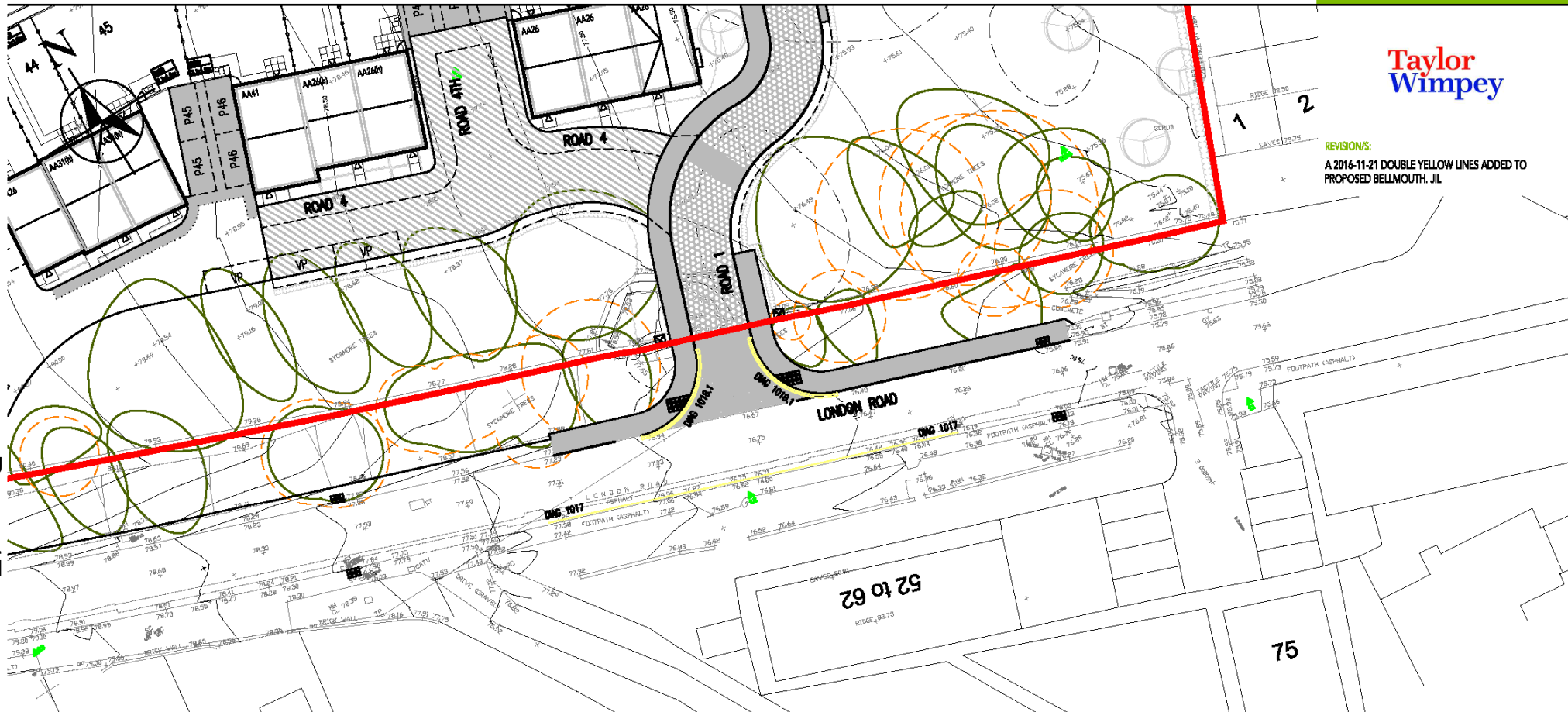
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REVISIONS:

A 2016-11-21 DOUBLE YELLOW LINES ADDED TO PROPOSED BELLMOUTH, JIL

Page 47



ROAD AND SEWER ADOPTIONS

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TRAFFIC REGULATION ORDER PLAN

SCALE: 1:500 @ A4
0 1 2 3 4 5 6(m)

DATE: NOV 2016
DRAWN: JIL

DRAWING TITLE: TRAFFIC REGULATION ORDER PLAN
DRAWING NO: 0554/3103 A

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RESPONDENT	COMMENTS
(1) Thames Valley Police	<p><u>Parking Restrictions</u> – No objections – though notes that such restrictions feature extremely low in terms of any enforcement action by Thames Valley Police. Also queried the proposed use of single yellow lines (as opposed to no waiting at any time restrictions) on the south side of London Road, and suggested that no waiting at any time would be more appropriate and consistent with the Highway Code advice not to park within 10 metres of a junction.</p> <p><u>Puffin Crossing Revised</u> - No objection to the amended crossing location.</p>
Resident (The Glebe, Wheatley)	<p><u>Parking Restrictions</u> - Object – these will only push people to park in the Glebe and St Mary's even more than the current church visitors do. Frequently I have to ask people to move their cars so I may access my own drive and I fear this will increase if yellow lines are added to London Road.</p> <p>I would also like to point out that there is no restriction to parking around the Glebe or St Mary's at present and there has not been an issue with lack of safety. Also that when cars do park on the on London Road the speed of cars traveling along London Road actually reduces and safety for all users increases. So I feel the argument for increased safety is actually wrong as if the road is clear of parked cars the vehicles travelling along London Road will actually increase as the road will be free.. I would prefer to slow down and wait to pass a parked car than see cars speed when travelling along London Road, I also fear that if yellow lines are increased and speed of vehicles do increase the road will be littered with speed humps as seems to be the favour of choice of vehicle calming in Wheatley which do nothing except make Wheatley a mess and damage owners cars.</p> <p>I would rather wait until the development is occupied and then look to see if there is a problem with traffic or safety. To act now is to second guess a problem which is not present. Let's wait and see before spending money on something that may not be needed and will have a knock on effect for other people.</p>

Resident (London Road, Wheatley)	<p><u>Parking Restrictions</u> – Object - The proposal doesn't allow for enough double yellow lines along the London Road. There is no reason why anyone needs to park on this stretch of road. Other than opposite the new entrance to the new development currently nobody parks on the side of the road because stationary vehicles are at risk of being damaged, especially during the dark hours; suggests that double yellow lines continue from the Kings Arms up-to the Moreland House doctor's surgery.</p> <p>This is already a very busy road with all too often lorries, van and cars moving at high speed along it and the new development will add further traffic. Cars are constantly coming out of the drives from the resident's homes on the London Road.</p> <p>If there are no double yellow lines outside my house, 48 London Road, I can foresee difficulties in getting out of our drive if parked cars are obstructing our vision up and down the road.</p>
Resident (St Marys Close, Wheatley)	<p><u>Puffin Crossing Revised</u> – Object - considers that the crossing should be sited between the junction of The Glebe and the western access to the new development on the grounds that this is on the pedestrian desire line – therefore encouraging its use and reducing vehicle trips between the development and the village amenities and has better sight lines. A zebra crossing is considered preferable.</p>
St Mary's Close Action Group	<p><u>Puffin Crossing Revised</u> Object – while the revised location of the crossing is preferable to the original proposed location, it is still considered that a crossing sited between the junction of The Glebe and the western access to the new development on the grounds that this is on the pedestrian desire line. Considers that a raised zebra crossing would be acceptable and that this would not present any appreciable risk of noise disturbance, or otherwise adversely affect traffic movements on London Road. Considers the grounds cited by the County Council for preferring the current proposals to be either unfounded or of low significance.</p>
Resident (but address not supplied)	<p><u>Puffin Crossing Revised</u> - no objection but queried the footway provision on the north side of the road, and the whether the crossing would include traffic signals.</p>

Division(s): Sonning Common

CABINET MEMBER FOR ENVIRONMENT – 27 APRIL 2017

PROPOSED SHARED USE CYCLE TRACK- B481 AT SONNING COMMON

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a consultation on a proposal to convert an existing footway adjacent to the B481 at Sonning Common to shared use footway/cycletrack.

Background

2. A proposal to convert the existing footway on the west side of the B481 between its junctions with Westleigh Drive and Birdwood Court as shown at Annex 1 was put forward in connection with an adjacent residential development to provide a safe and convenient link for pedestrians and cyclists to village amenities.

Consultation

3. The consultation on the above proposal was carried out between 27 January and 17 February 2017. Letters were sent to properties in the vicinity of the proposal, and an email was sent consultees, including Thames Valley Police, Sonning Common Parish Council and the local County Councillor, and Cycling UK.
4. Nine responses were received, as summarised at Annex 2 (copies of the full responses received are available for inspection in the Members' Resource Centre).
5. The proposals were supported by Sonning Common Parish Council and the local member, subject to the facility being adequately demarcated and maintained.
6. Thames Valley Police raised no objection, but noted that the facility was isolated from any other provision for cyclists, and commented that this might lead to cyclists using the adjacent footways. The police response also noted that the consultation plan showed an amendment to the speed limit in the vicinity, for which no consultation had been received.
7. South Oxfordshire District Council expressed no objection, on the understanding that the proposal would not impair other aspects of the new layout, including for example the visibility splays at the new junction.

8. Three responses were received from members of the public expressing no objection, subject to the scheme being funded by the developer, but also making some additional suggestions, including that the current 40mph speed limit is reduced to 30mph, and that consideration also be given to extending the provision for cyclists both northwards into the village centre, and also in the long term southwards towards Reading. A comment was also made that the provision of the path should not compromise the existing trees and other foliage on the boundary of the development site.
9. One objection was received from a resident of Westleigh Drive on the grounds of a lack of usage by cyclists (although it was accepted that the footway required upgrading) and that the proposed cycle track was not acceptable on the grounds of pinch points at two locations, the lack of clarity on the proposed demarcation proposed and also the source of funding not being specified.
10. A further objection was received from a local representative of Cycling UK, on the grounds that the design of the cycle track was inadequate, and would not provide an adequate facility for cyclists.

Review of responses

11. The responses of Sonning Common Parish Council and the local member are noted. The demarcation of the shared use track is as shown at Annex 1, and comprises the use of the signs in accordance with the Department for Transport guidance, and also the use of tactile paving. The maintenance of the track will be the responsibility of the County Council. The response of South Oxfordshire District Council is also noted and it is confirmed that the provision of the track will not impair any aspect of the operation of the new junction.
12. Thames Valley Police's concern that the proposed cycle track is not linked to other cycle provision is noted. However the development provides the opportunity for providing a safe route for cyclists that should encourage cycling to and from the new housing to village amenities, and potentially could be extended in the future to serve longer cycle trips. Experience of other locations where shared use cycle tracks are not continuous does not suggest that there is an undue risk of cyclists continuing to cycle on the adjacent footways. On the query on the possible speed limit change as shown at Annex 1, it is confirmed that no change is being progressed at this time.
13. The three responses from members of the public expressing no objection to the proposal are similarly noted, and it is confirmed that the cost of the works will be met by the developers of the adjacent land. On the request for replacing the existing 40mph speed limit with a 30mph limit, the new junction has been designed for a 40mph speed limit, and given that the proposed shared use cycletrack will avoid the need for local trips by cycle to be made using the carriageway, there would not appear to be justification for a review of the speed limit at present. The treatment of the vegetation within the development site is a matter for South Oxfordshire District Council.

14. The objections from the member of the public on various technical grounds (as summarised at Annex 2) are not based on a correct understanding of the legal status of the existing provision for pedestrians (which is a footway) and Annex 1 shows the demarcation of the proposed shared use provision; there is also no minimum threshold of use by cyclists, and one of the objectives of the provision is to facilitate new cycle trips by residents of the proposed development.
15. The objection from a local representative of Cycling UK focusses on a concern that the proposed provision is 'tokenistic'. It is accepted that the scope of the proposal is limited to the vicinity of the development site, and as such will only benefit a relatively small number of local cycle trips. However, this is still judged to be useful from a local transport perspective and in particular for trips by less confident cyclists including children, and there is the potential for the provision to be extended in the future. It is however accepted that some elements of the proposed design – and specifically the extensive use of 'cyclist dismount' signs – should be reviewed in accordance with national guidance on cycle infrastructure.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

17. Funding for the construction of the shared use cycletrack has been provided by the developer of the land adjacent to the B481 at Sonning Common.

RECOMMENDATION

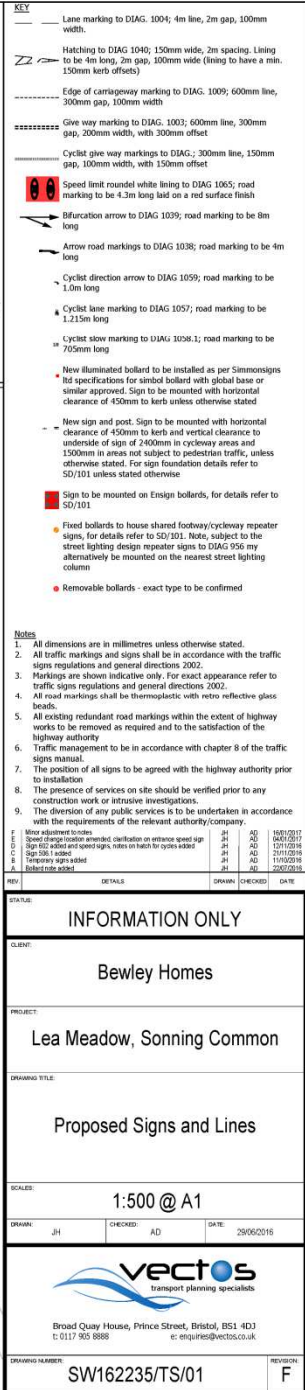
18. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.**

OWEN JENKINS

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

April 2017



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>I have visited the location. The new development I note is situated on the southern outskirts of Sonning Common village. From the drawing and from what I witnessed on site the proposed shared use facilities appear very isolated from the rest of the village and I see no justification or need.</p> <p>They do not appear to link in with any other cycle infrastructure and I fear they could encourage greater cycling on the foot way in other parts of the village.</p> <p>I am also slightly confused by mention of the current speed limit signing or should I assume in due course you will be consulting on a speed limit alteration as well.</p>
(2) Sonning Common Parish Council	The Parish Council support the combined footpath and cycleway provided that there is adequate demarcation along the length and that it is well maintained to prevent encroachment from vegetation.
(3) Local County Councillor	My views are in accord with those of the parish council.
(4) South Oxfordshire District Council	No objection, providing the works do not compromise the required safety/details measures being implemented for the Lea Meadow development (visibility splays, crossings, widening of the road etc.)
(5) Resident, (Bird Wood Court)	<p>The conversion of the pathway into a shared-use path and cycleway seems eminently sensible, however, I would like to make a suggestion regarding these proposals, and in particular, the new road layout.</p> <ul style="list-style-type: none"> The present pathway from Westleigh Drive to Bird Wood Court is in fairly constant use throughout the day by pedestrians and dog walkers accessing the 'Millennium Field' (to the south of Bird Wood Court) for

	<p>exercise.</p> <ul style="list-style-type: none"> • Peppard Road is increasingly busy with vehicles travelling in both directions, so the widening of the road to allow vehicular access into Lea Meadow from the north using a central access lane will be very necessary. • Vehicles travelling at 40mph at this point will pose a serious danger. • The 'Thames Valley Gymnastics Club' is also generating extra traffic at certain times of the day, and is accessed via Bird Wood Court from Peppard Road. <p>Bearing these points in mind, and as a matter of safety, a speed limit of 30mph should be in place throughout the length of the pathway, but especially adjacent to the entrance of Lea Meadow.</p> <p>I therefore suggest that the present 30mph speed limit is extended to the south of Bird Wood Court, and preferably continues to the junction of the Peppard Road with Kennylands Road.</p>
(6) Resident, (Westleigh Drive)	<p>We strongly object to the above proposal on the following grounds:-</p> <ul style="list-style-type: none"> • Your definition of "Footway" should be Footpath as it is not used as a Carriageway. • Plan does not detail whether change is to be segregated or unsegregated. • Conversion of footpath is not viable as it is used by less than 10 cyclists a day, although the footpath does need up grading due to the large amount of elderly residents walking to the Millennium Green. • Width of footpath from Herb Centre to Westleigh Drive not sufficient to accommodate both pedestrians and cyclists. Dept: of Transport recommend a minimum of 3 metres, at one pinch-point the width is 1.8 metres narrowing to 1.6 metres in Westleigh Drive • No indication has been given as to who is going to pay for the work involved, as I believe, this was included in the original planning application it should be Bewley Homes who pay for the work and not the Council.

(7) Resident, (Bird Wood Court)	If Bewley Homes are paying for this work then I have no objection, but if OCC are paying, would object most strongly, as only Bewley Homes will really benefit and it would appear the work is just to appease them. Would prefer the existing 40mph speed limit to be reduced to 30mph, and for a pedestrian crossing to be provided.
(8) Email response	<p>We support the proposal in principal, and have the following comments :-</p> <p>1.) Traffic along the path, both pedestrian and cyclist should be relatively light enabling shared use.</p> <p>2.) The new path should not in anyway compromise the existing tree and foliage screening along the North eastern side of Lea Meadow. This serves to protect views from the neighbouring AONB.</p> <p>3.) Consideration should be given to extending the pathway into Sonning Common. One of the main uses of the path will be for people from Birdwood Court and the new development in Lea Meadow travelling to the shops in the village centre.</p> <p>4.) Longer-term there should be consideration to run a cycle path alongside the Peppard Road into Caversham/Reading. That current section of the Peppard Road is not safe for cyclists due to vehicle speeds and the bends / narrowness of the road.</p>
(9) Cycling UK campaigner	<p>The facilities for cycling, as added to this proposed development, are entirely inadequate. They inappropriate, incoherent, uncomfortable, bitty, full of 'cyclists dismount' signs, and in all are approaching no more than a tokenistic response to a demand to enable cycling to be a transport choice.</p> <p>I object to these incoherent and faulty designs</p>

Division(s): ALL

CABINET MEMBER FOR ENVIRONMENT – 27 APRIL 2017

WALKING AND CYCLING DESIGN GUIDANCE

Report by Director for Planning & Place

Introduction

1. This report provides an overview of work undertaken to update Oxfordshire County Council's design guidance on Walking and Cycling infrastructure provision and a summary of comments received on drafts of that guidance.

Exempt Information

2. None

Background

3. Connecting Oxfordshire 2011-2031: Local Transport Plan (LTP4) was updated and adopted in 2016. It includes an [Active & Healthy Travel Strategy](#) which aims to create the conditions in which more people choose to walk and cycle for more journeys in Oxfordshire. Much of this can be achieved through good highway design to create an attractive environment for walking and cycling alongside initiatives such as raising awareness of the benefits of making active travel choices and promotion of routes.
4. Following the adoption of LTP4, work has progressed on an updated design guide for use by developers, master planners and scheme designers, to help with a consistent approach - starting with guidance for walking and cycling.
5. The draft Guidance has been informed by feedback from a variety of user groups and its purpose is to be a tool used during the development management lifecycle to guide developers (and those whose role it is to approve and sign-off schemes) on preferred urban design practice that specifically takes into consideration the needs of all pedestrians and cyclists.

Fit with Existing Guidance

6. The new, updated guidance will supersede the guidance within the walking and cycling sections in the County Council's Residential Road Design Guide (RRDG) on our website – see: [Design Guide \(pdf format, 2.6Mb\)](#) - and builds on the themes contained within the government's [Manual for Streets \(2007\)](#), [Manual for Streets 2 \(2010\)](#) and national guidance, [Street Design for All \(2014\)](#), co-produced by DfT et al. The RRDG's accompanying sections will be fully updated at a future time. The new guidance will be available on our website, as part of pre-application advice, and will be live documents to be updated as required.

7. The RRDG is provided as guidance to developers at the pre-application stage. The updated walking and cycling design guidance will be given to developers at this stage, to facilitate good active and healthy travel infrastructure decision-making from the outset. See **Annex 1** for a flow chart of this process and how the new guidance will fit in.

How the Project supports LTP4 Objectives

8. The project aligns with our three over-arching transport goals (economy, environment and society) and several LTP4 policies, including:
- (a) **Policy 19:** Oxfordshire County Council will encourage the use of modes of travel associated with healthy and active lifestyles.
 - (b) **Policy 34:** Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport.
9. Within that LTP4 framework, the Active & Healthy Travel Strategy Implementation Plan 2016-2017 includes the following related action:

AT4	Completion and implementation of updated best practice Design Guidance to ensure high standards of implementation for cycling and walking (as distinct and separate elements) and to ensure high standards in terms of developer funded infrastructure
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10. Since LTP4 was updated and adopted in 2016, an Active & Healthy Travel Steering Group (AHTSG) has been overseeing implementation of the AHTS, consisting of Council Transport and Public Health officers and representatives from the district and city councils. Local interest and campaign groups, Oxfordshire Cycling Network and Oxford Pedestrians Association, are also members.
11. In addition to this, much of this design guidance will need to be applied throughout the design and masterplanning of development sites, which are subject to district and city council controls. It is the remit of district and city council AHTSG members to ensure, where possible, that future Local and/or Spatial plans signpost readers to the Walking and Cycling Design Guidance to support the implementation of walking and cycling measures. This will ensure developments with sustainable and healthy travel credentials come forward.

What is covered in the Guidance Documents?

12. The emphasis of the revised guidance is to bring up to date and expand upon guidance contained in the RRDG, to raise the quality of cycling and walking infrastructure provided and to set out more clearly what is expected of developers, to ensure Oxfordshire remains competitive in terms of best practice for walking and cycling infrastructure nationally. See **Annexes 2 and 3** for a copy of the new design guidance documents.

a) The Cycling Design Guidance

13. Greater interest, investment and take up of cycling nationally over the past decade or so has led to a number of areas significantly improving their cycling infrastructure, notably London, Bristol and Cambridge. With a lack of up to date national cycling infrastructure guidance, many areas have created their own guidance documents. These cover recent advances in infrastructure thinking, such as segregated cycle lanes, tiger crossings (which combine a pedestrian zebra with a cycle crossing) and advance traffic signals for cyclists. Areas that have cycle infrastructure design guides tend to correspond to areas of greater cycle investment and ultimately greater increases of cycle use.
14. The design guidance includes references to existing guidance documents (for example from Highways England and Transport for London) – clearly signposting to sections of these documents that we expect to be followed alongside the Oxfordshire guidance, rather than just repeating it.
15. The cycling guidance document is split broadly into two sections, the first covers expectations for new developments (such as what sort of cycle infrastructure is required along various road types), the second section covers infrastructure specifications (such as how wide cycle lanes should be) which can apply equally to existing highway schemes as to new developments.
16. Significant changes from the guidance previously contained in RRDG:
 - i. A clear expectation that cyclists should be provided for along all highways in new developments, either on the carriageway or on shared/segregated paths.
 - ii. A clear expectation that shared-use cycle/footways should not be provided alongside roads in urban areas where road speeds are 30mph or less. Such infrastructure is not popular with either pedestrians or cyclists, and is seen as outdated and inferior compared to alternatives. Negative points include pedestrian/cyclist conflict, lack of priority for cyclists at side roads and lower cycle design speeds.
 - iii. A clear specification for stepped or hybrid style cycle lanes along urban roads to be the default provision for cyclists in most circumstances. This is in line with recent work such as proposals contained in the [Botley Road corridor study](#). This style of cycle lane provides cyclists with their own space and helps ensure motor vehicles stay out of the cycle lane by raising it slightly, so that it's roughly midway between the carriageway and footway heights.

- iv. A clear expectation that cyclists should be considered in all highway junction designs for all movements.

b) The Walking Design Guidance

- 17. Much of what is written above about the RRDG applies to our reasoning for also updating our walking design guidance. The Walking Design Guidance is based around the principles of connectivity, permeability, wayfinding and personal security through different areas of a development.
- 18. The main emphasis is that walking is an element of virtually all trips - design for walking should therefore be considered in its own right, rather than assuming pedestrians can simply use infrastructure primarily designed for another mode, such as cyclists.
- 19. Significant changes from the guidance previously contained in RRDG:
 - i. Although the RRDG clearly stated that walking was top of the movement/user hierarchy, the WDG covers eleven factors that developers must follow to ensure that walking is considered as the priority.
 - ii. A clear expectation that pedestrian routes must be well designed, signed and direct, along logical desire lines and linking with key destinations such as schools, shops and green space.
 - iii. A clear expectation that Door to Door sustainable integrated travel will be made easier by providing safe routes to bus hubs and rail stations for people on foot as outlined in the Door to Door section of the Active & Healthy Travel Strategy.
 - iv. A clear understanding that walking is not just a transport issue – it is an active way of moving which brings significant physical and mental health benefits. The Guidance has been prepared in close co-operation with our Public Health colleagues.

c) Door to Door Travel

- 20. Most trips are multi-modal. As such the guidance also gives clarity on walking and cycling's role in longer distance trips, known as Door to Door Travel where there is an opportunity to integrate active travel with public transport rather than using a private vehicle for longer trips. There are significant opportunities here for Oxfordshire, particularly with the development of the proposed new Rapid Transit corridors, expanded Park & Ride network and new/enhanced rail interchanges.
- 21. Positive discussions with the Oxfordshire Cycling Network (OCN) and public transport operators, and the Oxfordshire Local Enterprise Partnership (via its Transport Group), have taken place already and we will be working together to develop this element of our Strategy.

Consultation Process and feedback

22. The Active & Healthy Travel Strategy is overseen by an Active & Healthy Travel Steering Group (AHTSG). Design Guidance documents have been reviewed by this Group.
23. As an extension to input from the Steering Group, wider stakeholder engagement was undertaken to ascertain if the updated guidance meets other user/representatives' needs. Drafts of the guidance were sent to:
 - Oxfordshire's District and City Councils
 - Developers/Landholders and/or their consultants
 - Pedestrian and cycling groups
 - Disability groups
 - Health Improvement and physical activity organisations
 - Civic Groups
 - University transport research teams
 - Public Transport operator and user groups
24. A table providing an overview of the responses received and our proposed response is at **Annex 4**.

Financial and Staff Implications

25. There are no specific schemes linked to the consideration within this proposal to updating the Walking and Cycling Design Guidance. It will influence the design of future capital schemes, for example, as set out in the Local Transport Plan and of those put forward by developers and external parties.
26. Any capital commitments would also lead to revenue budget pressures. When developing projects/schemes for approval, their full costs including revenue funding required to support them will need to be made explicit as part of business case submissions.
27. Some of the design guidance proposes significant changes to the design and implementation of walking and cycling schemes, as described above. For example, in considering the whole-life cost of this and ensuring active travel routes are as attractive as possible, in parallel we are reviewing our policies and approach to maintenance of on-carriageway cycle routes.

Equalities Implications

28. As part of the stakeholder consultation, a range of groups were asked for their input and opinion as to whether the application of the new Walking and Cycling Design Guidance would address their user's needs. Comments have been incorporated to address vulnerable user needs, which should be addressed at the beginning of the design and planning process.
29. Additionally, any pedestrian or cycling scheme implemented would be subject to more bespoke assessments linked to individual programmes and proposals,

as part of any associated design, consultation or wider master planning. There are no further equalities implications identified at this time.

Delivery of design guidance objectives

30. It is recognised that, in order for the Design Guidance to influence outputs within schemes and to support a consistent approach, all teams who support the development management process need to be aware of the principles contained within the guides. As part of the development of the documents and engagement process, the guides have been shared with various Council departments from development control and funding through to adoption and maintenance, and future updates will also be corroborated with these teams.

RECOMMENDATION

31. **The Cabinet Member for the Environment is RECOMMENDED to:**
- (a) **approve the new Walking and Cycling Design Guidance as attached for implementation as council guidance and for publication on the County Council website;**
 - (b) **authorise the Director for Planning & Place to carry out periodic reviews of the Design Guidance to ensure it continues to reflect local and national best practice.**

SUSAN HALLIWELL
Director for Planning & Place

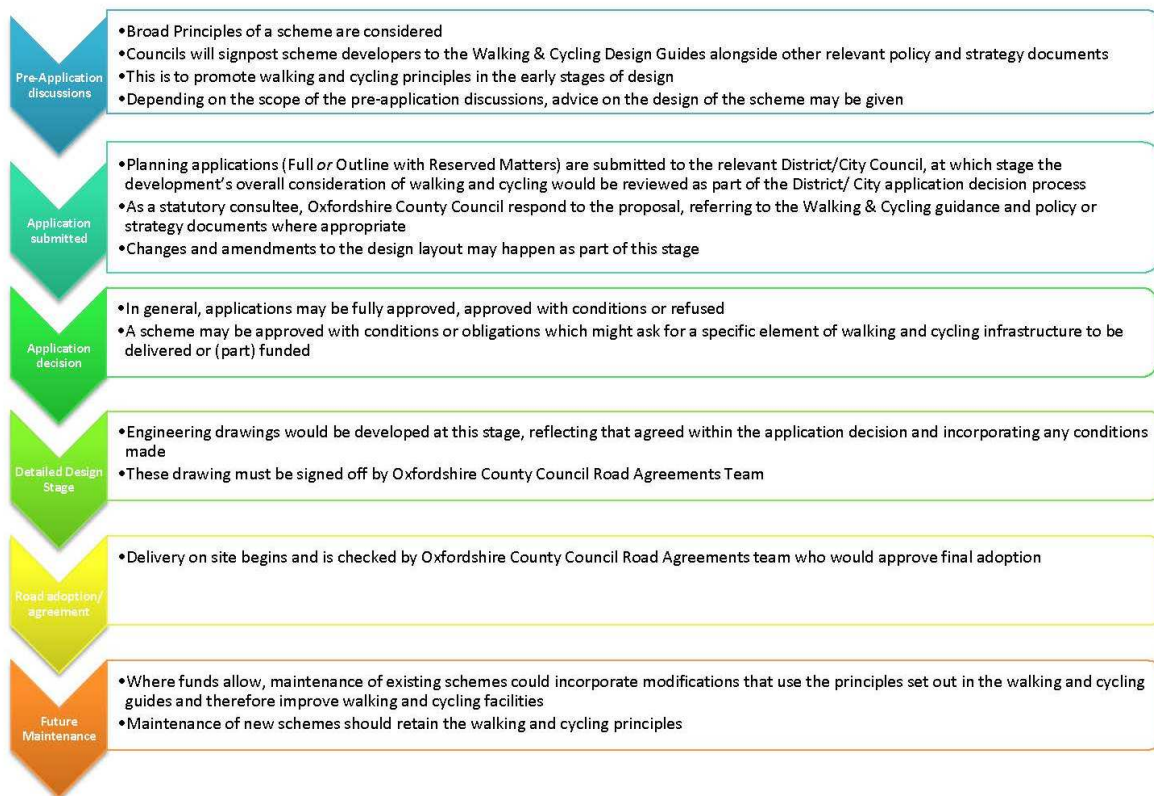
Background papers:

- i) Annex 1: Walking & Cycling Design Guidance in the Planning Process
- ii) Annex 2: Walking Design Guide
- iii) Annex 3: Cycling Design Guide
- iv) Annex 4: Summary table of stakeholder comments

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ANNEX 1: Walking & Cycling Design Guidance in the Planning Process



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DESIGN GUIDE FOR WALKING IN OXFORDSHIRE

DRAFT

CONTENTS

Part 1 – Our aims

- 1.1 Making walking first choice
- 1.2 Enabling walking through good design

Part 2 – Walking design guidance for new developments

- 2.1 Connectivity
- 2.2 Footways
- 2.3 Pedestrian Crossings
- 2.4 Facilities, Wayfinding and Signage
- 2.5 Shared Space
- 2.6 Shared Use for pedestrians & cyclists
- 2.7 Social Space
- 2.8 Personal Security
- 2.9 Pedestrian Movement through Car Parks
- 2.10 Door to Door Travel Linking to Public Transport
- 2.11 Green Space and Aesthetics

PART 1 – Our aims

1.1 Making walking first choice

1.1.1 This guidance has been produced for developers, scheme designers, engineers and master planners to ensure an attractive and functional environment for walking that is available to all users.

1.1.2 As part of its Local Transport Plan, Oxfordshire County Council has adopted an Active and Healthy Travel Strategy. To support the strategy this Design Guidance for walking alongside a similar one for cycling has been produced.

1.1.3 The Active & Healthy Travel Strategy in LTP4 has been developed to reflect four key aims for walking:

1.	To set out Oxfordshire County Council's overall aim to enable and encourage walking over the lifetime of the Active & Healthy Travel Strategy.
2.	To provide a means to prioritise funding available to the county council for the best value for money investments for walking and to adopt good practice standards from elsewhere.
3.	To support Oxfordshire County Council in seeking additional funding opportunities for walking measures.
4.	To raise awareness of the physical and mental health benefits of walking.

1.1.4 As well as being a mode of travel in itself, walking is an element of virtually all trips and is used to access other modes of transport. Walking must be accessible and suitable for all users, including young people, older people and those with a disability. All designers should demonstrate how they have accommodated the needs of these users on all new footways.

1.1.5 A number of factors affect the propensity to walk. Attractive and well-designed streets, comfortable crossing points and places of interest enable people on foot to engage in a wide range of activities. Pedestrians must usually be considered as a priority over all other modes of transport. Oxfordshire County Council's LTP4 Volume 1 Policy & Overall Strategy (2016) states that: "We will ensure that new development adheres to the principles and philosophy set out in Manual for Streets and supplementary Manual for Streets 2, which applies a user hierarchy to the design process with pedestrians at the top" (para 149), as shown below:

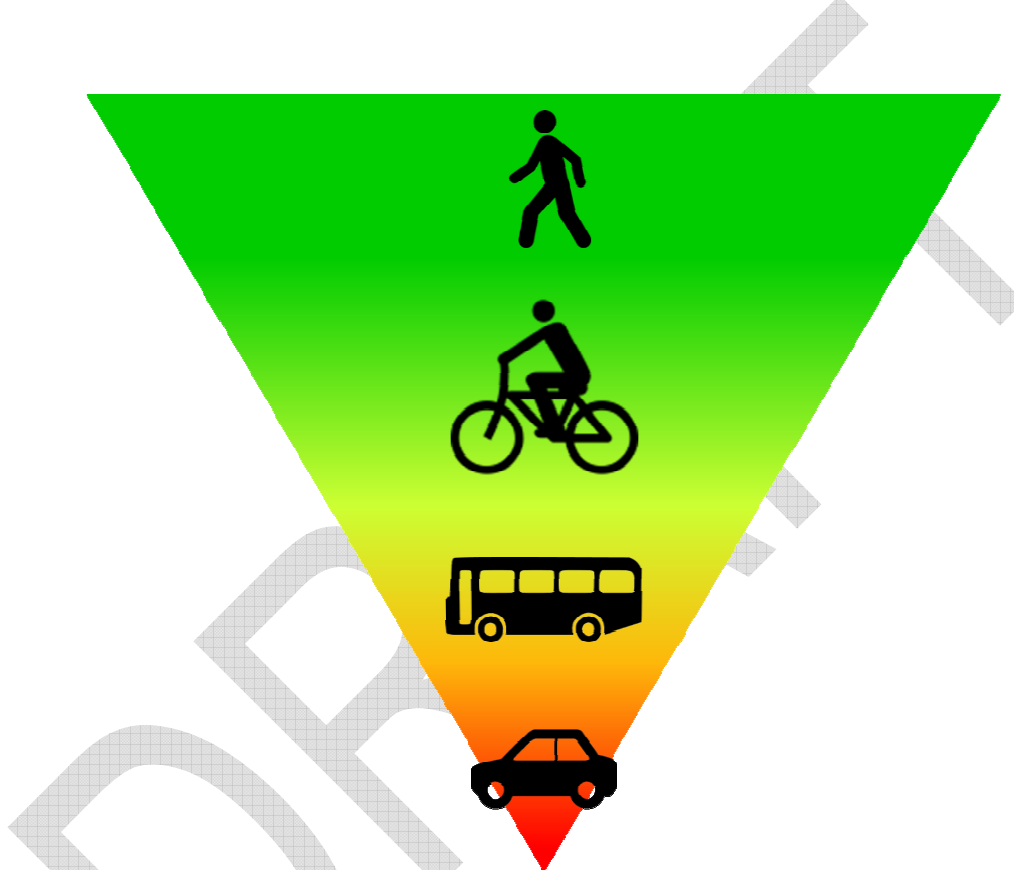


Diagram 1: Streets should be designed to give precedence to those using them as per this hierarchy

1.1.6 An Active & Healthy Travel Steering Group (AHTSG) has been set up to monitor progress of the Strategy and to ensure that tasks in the Implementation Plan are met. This guidance has been prepared to meet the aims and aspirations of the strategy.

1.1.7 The guidance supersedes previous guidance for walking contained within the County Council's Residential Road Design Guide (RRDG).

1.1.8 This guidance document draws on both local and national planning guidance.¹

1.1.9 The National Planning Policy Framework (NPPF) states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a choice about how they travel. This guidance should be followed to ensure that facilities for people on foot are well-designed and accessible in order to meet the aspirations of NPPF guidelines as well as the aims and objectives of the Oxfordshire Active & Healthy Travel Strategy.

1.2 Enabling walking through good design

1.2.1 Streets are not just for moving traffic from A to B and not all streets have the same purpose. Some are primarily traffic routes, but others are important for local people to meet, shop and interact. In designing streets, it is important to understand the different roles that the street can perform and where it fits in the street hierarchy.

1.2.2 Walking is not the same as cycling and streets should be designed to reflect the purpose and role that is required of them. For example, a local urban high street should be able to address a number of uses, such as enabling people to shop without cars, providing a well-connected catchment area of customers for business and provide inclusive space for people to participate in local activities and interact with others. People on foot need routes that are direct and convenient. Pedestrians and cyclists do not like sharing space with each other and this should be avoided where possible. As stated in the Design for Cycling document, shared use footways alongside spine roads should not be provided. Where it is absolutely necessary to mix modes (i.e. shared use), well-designed infrastructure should include safe and adequate provision for pedestrians.

¹ The National Planning Policy Framework (Communities & Local Government, 2012), Planning for Walking (CIHT, 2010), Designing for Walking (CIHT, 2015), Inclusive Mobility (Department for Transport, 2002), Station Design Guidance (Transport for London 2015), Local Transport Note 1/12 – Shared Use Routes for Pedestrians and Cyclists (Department for Transport, 2012), Local Transport Note 1/95 – The Assessment of Pedestrian Crossings, Local Transport Plan 2/95 – The Design of Pedestrian Crossings, London Pedestrian Design Guidance (Transport for London, 2015), Cycle & Pedestrian Routes within Car Parks (Sustrans Technical Information Note No. 16), Separating Pedestrians and Vehicles (Health & Safety Executive, 2013), Door to Door: A strategy for improving sustainable transport integration (Department for Transport, 2013), Working together to promote active travel (Public Health England, 2016), Start Active, Stay Active (Department of Health 2016), Manual for Streets (2007), Manual for Streets 2 (2010). Developers/designers should also read OXTRAG's Developer Information sheet

1.2.3 Oxfordshire County Council requires footways in new developments to be direct and convenient and wide enough for all users, including older and/or disabled pedestrians. Designs should enable people to:

- walk along comfortably with spaces for passing others
- rest and
- meet, whilst allowing for street furniture

1.2.4 Developers must prioritise the behavioural change opportunities of new developments. Phasing will be key. Footways and cycle ways must be ready for people to use from the outset in order to maximise the behavioural change opportunities of a new infrastructure.

1.2.5 Walking routes should be direct and convenient. People also need to cross streets from one side to the other, as well as navigate side crossings. Pedestrians should not be unreasonably delayed or intimidated by the volume and/or speed of traffic. When streets are designed with the needs of pedestrians as a priority, the benefits include improved physical and mental health, community cohesion, low crime rates and a vibrant local economy.

1.2.6 Designers must ensure that plans include safe and legible walking routes to and between popular destinations such as schools, public transport facilities, shops, services and sports/recreational facilities, green spaces and car parking.

1.2.7 Stakeholders (local users) should be consulted at a very early stage to ensure that streets are designed to meet the needs of local users. Sustainable Travel Audits should be undertaken, to review how well the proposed scheme or development links with the surrounding network and what walking or cycling improvements might be required to connect to key destinations. Vulnerable Road User Audits should also be undertaken as part of this assessment. The AHTSG is also a forum in which achieving best practice for sustainable travel can be discussed as it has walking and cycling user representatives. For developments affecting public rights of way the statutory Oxfordshire Countryside Access Forum can be involved.

PART 2 – Walking Design Guidance for new developments

This section covers a series of eleven design factors that must be taken into account when designing facilities for pedestrians in new developments and schemes.

Walking Design Principles

2.1 Connectivity

If walking is made difficult, people are less likely to do it – particularly if they don't have to. So designers need to make it easy and safe for people to follow the route that they want. When people walk, they need direct, attractive and safe routes to and from key destinations, including public transport, shops, homes, car parking facilities, shops and services. Designers must prioritise an appropriate design and layout that enables people to walk.







Picture 1: Good practice - Attractive and informative signage can encourage and enable connectivity

2.1.1 Connectivity is a measure of how easily and directly people can get to their destinations, including longer distances via a combination of walking and public transport. Developers must ensure that a network of well-connected, legible routes provides easy access to key destinations for pedestrians and can encourage active travel for short journeys rather than driving, which will provide health benefits for users. There is evidence that walking (or cycling), especially in green space, provides significant mental as well as physical health benefits.

2.1.2 Designers and engineers must ensure that routes for walkers include well designed footways, (see specifications in Section 2) and, where appropriate, social spaces that allow the option of social interaction (see Section 7). Safe crossing points should be located where they will be needed and that traffic speed is limited. Consideration must also be given to the health impacts associated with pollution from vehicles. Paths separated from busy roads should be provided rather than being adjacent to congested roads/streets.

2.1.3 Within new developments, Oxfordshire County Council expects enabling connectivity through the provision of:

Well defined, signed direct pedestrian routes along logical desire line and linking to local destinations – schools, shops, green space and public transport within the development. Wayfinding should be clear and consistent and follow the same design over a wider area. This is covered in more detail in Section 2.4. An excellent example of best practice in Oxfordshire is the Bicester Wayfinding Project	
Lower speed limits for motorised vehicles within developments where vehicles share space with pedestrians (and Cyclists) but have lower priority	
Pavements installed properly with the correct gradients, cross-falls and smoothness that can be used by everyone.	
Drop kerbs and tactile paving should be incorporated as outlined in Inclusive Mobility (Department for Transport 2002)	

2.2 Footways

When footways are installed properly – to the correct gradients, cross-falls and smoothness, they can be used by the majority of people. When they are installed below standard, they cannot be used by people who are partially sighted or disabled. Developers and other designers must ensure that footways are wide enough for pedestrians to walk comfortably and safely.



Picture 2: Good practice - Ample space for pedestrians in Frideswide Square

2.2.1 The London Pedestrian Design Guidance (2015) outlines standards for footways which is an example of good practice and must be followed by Oxfordshire's developers and other designers.

Widths

- **2 metres** – minimum preferred for two wheelchairs to pass each other
- **1.5 metres** – minimum acceptable for a wheelchair user and able bodied pedestrian to pass each other

Surfacing

- **2-5 mm** – recommended width between footway slabs to reduce trip hazards
- **6-10 mm** – recommended width between footway slabs for compacted mortar
- **13 mm** – recommended maximum of openings (covers or gratings)
- **35-45 pendulum score** – ideal dry friction rating for footway materials

Kerbs

- **125 mm** – standard kerb upstand – 140 mm at bus stops for boarding and bus ramps.
- **50 mm** – minimum upstand preferred by visually impaired pedestrians
- **25 mm** – minimum upstand for level surface areas to delineate space
- **Drop kerbs no higher than 6mm** – from the carriageway at designated crossings to channel water drain off

Gradients

- **1:20 (5 per cent)** – ideal for footway cross falls and drop kerbs
- **1:12 (8 per cent)** – maximum slope angle for pedestrians – anything greater causes difficulties for wheelchair users. For ramps, 10m is maximum length.
- **1:10 (10 per cent)** – maximum steepness for short distances of 600mm – any steeper becomes physically difficult and risk wheelchairs toppling

Source: London Pedestrian Design Guidance (2015)

2.2.2 Developers must ensure that street clutter does not happen. This is covered in more detail in section 2.4.

2.2.3 Oxfordshire County Council is responsible for permitting construction, or alteration, of dropped kerbs (otherwise known as vehicle access crossings or crossovers) for domestic and industrial use.

2.3 Pedestrian Crossings

There are three main types of crossing – refuges, zebra crossings and signal controlled crossings (Puffin, Toucan and Pegasus). The Department for Transport introduced parallel cycle and pedestrian crossings in 2016

Source: DfT circular 01/16 – The Traffic Signs, Regulations and General Directions 2016

General guidance

2.3.1 All crossings should be designed with reference to LTN 1/95 – The Assessment of Pedestrian Crossings and LTN 2/95 The Design of Pedestrian Crossings (Department for Transport), which is updated periodically.

2.3.2 Where pedestrian facilities are being provided, audible and/or tactile devices should be provided for the benefit of users with visual impairments and this should be in addition to the normal Red and Green Man indication. Tactile paving and dropped kerbs must be constructed in accordance with the Interim Changes to the Guidance on the use of Tactile Surfaces: Moving Britain Ahead (Department for Transport 2015)

Types of crossings

2.3.3 **Uncontrolled crossing** – this is often a pedestrian refuge on the centre of the road and these can be introduced without formal or informal consultation, although it is recommended to consult regular users so as to determine the most useful location for a refuge. Shared Space projects (see Section 5) often involve removing features such as kerbs, road surface markings, traffic signing and traffic lights to promote better interaction between drivers and pedestrians. These should be introduced only after extensive consultation with Oxfordshire County Council as well as user groups, (see paragraph 2.5.5).

2.3.4 Where refuges are provided, Oxfordshire County Council expects a minimum of 2.0m to ensure safety and comfort for pedestrians.

2.3.5 **Controlled crossing** – There are five types of controlled crossing, details of which are outlined below:

- a) **Zebra:** These are marked by black and white strips across the road and have flashing beacons, as well as zig zag markings at entrance and exit points. Zebra crossings are on a par with signalised crossings in terms of safety performance, and they can give an excellent service for pedestrians. As Zebra Crossings can be located considerably closer to junctions, they are often closer to pedestrian desire lines.
- b) **Puffin:** Puffin crossings are an advanced form of crossing and replace Pelican crossings. Puffins do not have green man or flashing amber signal.

Instead, most Puffin crossings have sensors on top of the traffic lights, although some may be buried in the ground in the waiting area. The sensors can spot if pedestrians are waiting to cross. Other sensors can spot if pedestrians are already crossing the road. Drivers waiting at the Puffin crossing will only be allowed to continue when pedestrians have finished crossing the road. Like the Pelican crossing, the Puffin still requires a pedestrian to press a button for crossing the road. The differences between the Pelican and Puffin crossings are that Puffins detect pedestrians in the waiting area, but also whilst they are crossing the road. Puffins are a good choice in locations where there are high bus flows.

- c) **Toucan:** Toucan crossings are designed for pedestrians and cyclists and are commonly installed adjacent to a cycle path or route with cycle facilities. Toucans provide a green cycle next to the green man, when pedestrians and cyclists can cross. Toucans operate like Puffins, with on-crossing sensors.
- d) **Pegasus:** Pegasus crossings provide safe, controlled crossings for horse riders. This type of crossing must be installed where there is evidence that horse riders need to cross and it is of paramount importance on busy main roads. Pegasus crossings have a red/green horse symbol and a higher mounted push button to enable horse riders to access the facility.
- e) **Staggered Puffin and Toucan crossings:** Wide and/or busy roads can require staggered crossings. A staggered crossing consists of two separate crossings, located on each side of a central island and generally not in line with one another, to minimise confusion for pedestrians. It is recommended where possible to reduce traffic speed and/or the carriageway width to allow safe use of a single stage crossing rather than requiring pedestrians to wait longer to cross at a two-stage crossing.

Transport for London recommends wait times of no longer than 90 seconds, recognising that even after 30 seconds of waiting, pedestrians are likely to attempt to cross informally. Developers and designers in Oxfordshire must adopt this approach.

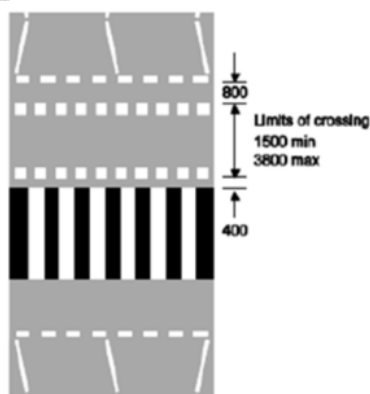
2.3.6 Side raised road entry treatments should also be considered, as they can be helpful for pedestrians crossing side roads at their junctions with main roads. They can also help reduce the risk of turning vehicle movement incidents and help to

reinforce 20mph speed limits where the traffic turns from a 30mph limit on the main road to a 20mph limit on the side road.

2.3.7 In 2016, the Department for Transport introduced parallel cycle and pedestrian crossings. Designers are advised to refer to new guidance contained in DfT Circular 01/16 – The Traffic Signs Regulations and General Directions 2016. Oxfordshire's first crossing of this type is at the planning stage, at the time of writing, but an example installed in London is shown below:



Picture 3: Good practice - Tiger Crossing






Draft revised TSRGD,
table 69, item 51

Diagram 2: Tiger Crossing standards

2.3.8 Pedestrian safety is the crucial consideration when considering types of crossings. Designers may want to consider whether splitting a crossing using a refuge can provide a

better level of service, if there is evidence that this would be safer. In such cases, Oxfordshire County Council should be consulted before a decision is made.

Designers must consider factors such as pedestrian demand and how it is profiled. Consideration needs to be given to who is likely to make use of the crossing – for example whether the crossing will be used by significant number of children	
Designers must consider older and/or disabled pedestrians and their needs. For example, audible and/or tactile devices should be considered for the benefit of users with visual impairments	
Designers must consider other site factors which include traffic flows and speeds, width of road, proximity of junctions and lighting	

2.4 Facilities, Wayfinding and Signage

Pedestrians need facilities to make walking easier and more enjoyable, including signage, litter bins and seating.



Picture 4: Good practice - Signage in Bicester




2.4.1 People need facilities when they are walking. Facilities for pedestrians include seating, signage, litter bins and lighting. Oxfordshire County Council expects developers to provide detailed plans of how new developments will ensure that the facilities are provided. Attractive and easy to read signage to popular local destinations (shops, public transport hubs and local attractions) can encourage people to choose walking – particularly if distance and estimated timings are shown as part of the signage.

2.4.2 Seating is important, particularly for older and/or disabled pedestrians and should be installed regularly along all walking routes to provide resting points, particularly in locations where there is a gradient or steps. Where feasible, seating should be located where there are things of interest to look at (examples include trees and attractive buildings).

2.4.3 Seating should be provided at bus stops for users to rest while waiting for the bus. In addition, shelters should be provided where usage is high.

2.4.4 Litter bins are essential in terms of reducing littering, and these should be located strategically along all pedestrian routes. Street furniture for motorists, such as bollards, signage and parking ticket machines should be minimised and be positioned so that they do not clutter the pedestrian environment.

2.4.5 Lighting is an option that should be considered by developers. However, there is little evidence from accident data that lack of lighting compromises road safety. It is not necessary or desirable to have lighting in rural areas and lighting is contrary to many Parish Council policies. Sensitive or low level lighting may be needed where there are implications for habitats. At the time of writing, Oxfordshire County Council is developing a new Lighting Policy and developers will be required to take this into consideration.

Signage is a way of enabling people to walk to local destinations, including public transport hubs. Adding estimated timings to signage can encourage users to walk.	
Seating should also be considered, particularly for older and/or disabled people. Consideration should be given to the locations of seating – near to shops, public transport hubs and other popular destinations are examples.	
Littering disfigures the public realm and discourages walking, so designers need to ensure that bins are provided	

2.5 Shared Space

Shared space is a design approach that aims to change the way that streets operate by reducing the dominance of motor vehicles through implementing lower speed limits and encouraging drivers and pedestrians to become more aware of each other and thereby encouraging people to drive and cross more safely.

Due to its different approach to managing movement, it can be controversial and should not be considered before taking advice from Oxfordshire County Council.

2.5.1 The Department for Transport defines shared space as: “a street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs”.

2.5.2 Designers considering a Shared Space approach should read the Department for Transport Local Transport Note 1/11 – Shared Space and must consult with Oxfordshire County Council.

2.5.3 There are a number of complex considerations and design requirements of shared space which need to be discussed and considered:

- An understanding that pedestrian movement varies in terms of the type of space being used
- Pedestrian behaviour depends largely on the behaviour of drivers and cyclists
- In shared space situations, the behaviour of pedestrians becomes harder to predict, and drivers tend towards caution. Department for Transport research has found that drivers are more likely to behave courteously where pedestrians become the dominant user group.

2.5.4 In Shared Space situations, crossings tend to be informal, although in areas with high levels of movement, controlled crossings can be necessary.

2.5.5 Some organisations and groups, many representing disabled people, have expressed concern about safety for pedestrians in Shared Space projects. The Department for Transport advises that there should be a high level of stakeholder

engagement when a Shared Space approach is being considered. Consultation with relevant groups in a specific area can lead to identification of solutions that create a safe environment for everyone.

Shared Space projects can be controversial, and no decision should be taken without consulting Oxfordshire County Council. The views of local people should also be taken into consideration.



2.6 Shared Use: Pedestrians and Cyclists

Shared use routes aim to accommodate the movement of pedestrians and cyclists and may be segregated or unsegregated. In LTN 1/12, the Department for Transport moved away from the presumption in favour of segregation, stating that “segregation need no longer be considered the starting point in the design process” and encourages “designers to think through their decisions, rather than start from a default position of implementing any particular feature”.



Picture 5: Good practice - Unsegregated path with space for pedestrians and cyclists

2.6.1 “Though pedestrian levels of service are highest when dedicated pedestrian facilities are provided, some situations require shared-use. Shared-use designs can be an opportunity to build better streets and optimise space, as revealed by examples across London’s street types. Shared-use designs should ensure pedestrians have first priority. The default design principle for pedestrians and cyclists is safe, comfortable separate facilities that are fit for purpose” (London Pedestrian Design Guidance 2015)

2.6.2 Shared use routes are designed to accommodate the movement of pedestrians and cyclists and may be segregated or unsegregated. Generally, they are created from new or by converting existing footways and footpaths. A segregated route means that pedestrians and cyclists are physically separated by a white line, kerb or other feature. An unsegregated route is where pedestrians and cyclists share/negotiate the full width of the route.

2.6.3 Given that segregation need no longer be considered the starting point in the design process, it is important to ensure that widths are sufficient in terms of segregated and unsegregated options. Sustrans Segregation of Shared Use Routes (Technical Information Note 19) provides the following guidance on widths that designers in Oxfordshire should follow:

Widths

For an unsegregated shared use path, guidance generally points towards a preferred minimum width of 3m, although 4m should be provided on busier routes. A minimum width of 2m may be acceptable on less important links in rural areas, provided there are no side road constraints. A greater width provides an improved level of service.

Where segregation is provided, the width requirements for users provided in design guidance suggests the following widths:

A preferred minimum for a segregated shared use path with no side constraints would be 7m (3.5m for cyclists and 3.5m for pedestrians). This enables cyclists riding two abreast to pass another cyclist and four pedestrians to pass comfortably while complying with segregation.

An acceptable minimum for a segregated shared use path with no side constraints would be 4.5m (2.5m for cyclists and 2m for pedestrians). This enables two cyclists to pass and two pedestrians or wheelchairs to pass comfortably, while complying with segregation.

An absolute minimum for a segregated use path with no side constraints would be 3.5m, but only over short lengths of route (2m for cyclists and 1.5m for pedestrians). However, with these widths, substantial levels of non-compliance would be expected, in which case unsegregated use is likely to be a more appropriate option.

2.6.4 LTN 1/12 also states that a poorly designed facility can make conditions worse for both user groups (paragraph 1.3). Disabled and/or older people on foot can be intimidated by cyclists on shared use routes, so consideration of their needs is important. Segregated routes can encourage faster cycling speeds so maintenance of lane discipline and sufficient width is critical if considering this approach.

2.6.5 An important issue that designers must consider is the safety and convenience of pedestrians, cyclists and equestrians when a shared use facility crosses a side road. Convenience is important: if it is safe but adds too much delay to the journey, people might choose a less sustainable alternative. The table above provides recommendations on width in such circumstances. Developers and designers need to outline how safety will be prioritised in such cases and consider how prioritisation for non-motorised users at side roads is implemented, through schemes such as blended junctions and continuous footways.

2.6.6 Oxfordshire County Council expects to see other options being considered, instead of shared use routes. These include carriageway design that encourages slower vehicle speeds, thereby encouraging cycling provision within the carriageway, rather than shared use paths. However, there is a case for cyclists and pedestrians sharing space in pedestrianised streets where cycling speeds are lower and there is sufficient space for cyclists and pedestrians to pass each other without conflict.

Segregation needs no longer to be the default position for designers. Guidance has changed and designers need to consider the different needs of pedestrians and cyclists and explore how walking and cycling as separate forms of movement can best be facilitated. In particular, the needs of more vulnerable pedestrians need to be considered. Designers should also be mindful that Manual for Streets 1 states that a user hierarchy should be introduced and pedestrians must be considered first in the design process (paragraph 1.1.1)



2.7 Social Space

Social Space is defined as an area where people gather and/or interact. Examples include transport hubs (bus or rail), local shopping areas, community facilities, pubs, gardens, shopping malls and space near schools where children and/or parents can interact,

Walking is not just about walking from A to B. People are much more likely to stop and interact with each other when they are on foot in public space. Social Space facilities can be an important element of social cohesion. Creating space, away from the footway, where people can congregate and interact has huge benefits – less isolation, better mental health as well as reducing crime.



Picture 6: Illustration of where there is no social space outside a school which can result in the footway being blocked


2.7.1 Social Space has a crucial role to play in the interaction of people in public space. When outdoor areas are of poor quality, only strictly necessary activities take place and there are fewer opportunities for community interaction. It can have a positive impact on mental health and community cohesion.

2.7.2 Oxfordshire County Council expects developers and other designers to analyse where people would be most likely to congregate and interact, so that space is provided for interactions to take place. The provision of wider pavements, seating, bins, play areas and public art can also encourage and enable social interaction.

2.7.3 The use of public spaces varies according to the time of day and day of the week, and is affected by what is on offer in a particular place at a particular time. An example might be older people shopping in the central market and/or shops early on, children and young people out at the end of the school day, and young adults

dominating the town centre at night. Stakeholder engagement is strongly recommended and designers should follow the NPPF guidance below:

“Planning policies and decisions should aim to achieve places which promote opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity” (National Planning Policy Framework” (*Communities & Local Government, 2012*)

Walking is more than a mode of transport and can enable greater community cohesion. Social Space provides room for people to interact and designers should take care to ensure that these facilities are provided where appropriate	
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2.8 Personal Security

Concerns relating to personal security can discourage people from walking, particularly after dark. Good street design can make a positive contribution and enable increasing numbers of people on foot. As well as all the other benefits of walking, the presence of people in public space can reduce crime in communities.
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2.8.1 Fear of crime can be a significant deterrent in terms of people choosing to walk in public space. Manual for Streets 1 (3.2) states that attractive and well-connected permeable street networks can encourage more people to walk and cycle to local destinations and that more people on the streets will lead to improved personal security and road safety.


2.8.2 There are many factors that affect both the perception of safety and the objective safety of an area. In a vibrant, interesting street with lots of people around, pedestrians are more likely to feel safer after dark. However, there are many streets and places where people on foot will feel less safe, which may mean walking in the area is avoided entirely. Women, children and older people of both sexes are likely to feel most vulnerable, but young men are statistically the most likely group to experience violence on the streets – particularly at night, so it is important to consider the needs of everyone when designing for safety.

2.8.3 Developers must outline how planning for developments can contribute to designing out crime and fear of crime within new public space. Lighting can be effective in increasing peoples' perception of safety at night, particularly when improvements focus on lighting the pavements to adequate levels as well as the carriageways. However, it is also important to recognise the hierarchy of routes that means some may not be lit, where there are reasonable alternatives. See paragraph 2.4.5 for more detailed guidance on lighting.

2.8.4 Buildings should have 'active frontages' and not present blank walls or opaque shop shutters/frosted/mirrored glass on the street front. Living Streets recommends never accepting safety hazards such as subways, alleys and enclosed walkways. Instead, designs should maintain pedestrian connectivity – level surfaces and well-lit permeable routes. Oxfordshire County Council expects to be consulted on these options at a very early stage. This may arguably appear to be in conflict with the need for connectivity (see 2.1), but developers will need to provide a solution that includes safety and security for people as well as connectivity.

2.8.5 Other examples of places without escape routes that should be avoided are underpasses without clear sightlines and footbridges. Canal towpaths can provide excellent recreational routes and should not be avoided entirely, but they cannot be considered as part of a necessary route for pedestrians – alternative provision should be made that is well lit and at surface level.

2.8.6 Other public space facilities that can concern pedestrians in terms of personal safety are bus stops and unstaffed rail stations. These should be planned and designed to allow good visibility and be well maintained in order to increase perceptions of security and actively discourage anti-social behaviour.

Developers will be expected to design new developments that are permeable, with good sightlines, lighting and adequate escape routes.	
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2.9 Pedestrian movement through car parks

"Wherever it is reasonable to do so, you should provide separate routes or pavements for pedestrians to keep them away from vehicles. The most effective way to do this is to separate pedestrian from vehicle activity, by making routes entirely separate. Where possible, pedestrian traffic routes should represent the paths people would naturally follow (often known as 'desire lines'), to encourage people to stay on them".

Source: Health & Safety Executive - Separating Pedestrians and Vehicles



Picture 7: Good practice - footway with zebra crossing facilities

2.9.1 Car parks can often provide challenges for people on foot (including vehicle users). While sharing space can be an option, there will be many situations where safe pedestrian routes are required, particularly in large and busy car parks. Pedestrian routes should be designed as a priority at the planning stage and should be comfortable, direct, legible and with good crossing facilities.

2.9.2 Locations of car parks are varied – examples may include an office, supermarket, airport or Park & Ride site. Walking in car parks can be problematic if pedestrians have to cross traffic entering or exiting the car park. Safety in/through car parks can be improved if direct routes for pedestrians along desire lines are provided.

2.9.3 Oxfordshire County Council expects designers and developers to make provision for pedestrians within a car park. Account must taken of how the existing

situation operates or how the proposed design can prioritise pedestrian safety (if this is a new-build).

2.9.4 Car parks are generally not part of the public highway network and are not subject to national design guidance. However, designers must consider the implications of the increased potential of unpredictable movement by pedestrians and cars within car parks. Designers need to consider a number of options to enable safety in car parks as a minimum (see boxed text below).

2.9.5 Designers should also review the Sustrans Cycle & Pedestrian Routes within Car Parks (Technical Information Note No. 16), which provides further guidance on this issue.

The most effective way to do this is to separate pedestrians from vehicle activity by creating safe routes through car parks. Designers should consult the Sustrans Cycle & Pedestrian Routes through Car Parks



2.10 Door-to-Door travel: Linking to Public Transport

“Our ambition is to create an environment where more Oxfordshire residents will consider Door to Door sustainable integrated journeys within and beyond the county, rather than using a private vehicle for longer trips”.

Source: Oxfordshire County Council LTP4 Active & Healthy Travel Strategy

2.10.1 This guidance focuses only on the walking element in combination with public transport and so the Cycling Design Guidance should also be referred to alongside this.

2.10.2 In 2013, the Government published Door to Door: A strategy for improving sustainable transport integration. This stated that the Government wanted to see more journeys made by sustainable transport: public transport supported by cycling and walking. For this to happen, it must be convenient and straightforward to make a Door to Door journey by public transport, by bike or by foot, or by combining these different means.

2.10.3 Developers should facilitate Door to Door travel through good design and consult at an early stage of planning. Oxfordshire County Council wants to ensure that users can make informed decisions about how to travel sustainably and punctually, using emerging technologies. One example that developers should build in to new homes is the use of e-paper technology to support smart and sustainable Door to Door travel decisions by providing accurate travel information in new developments including notice of planned disruptions. Developers should also consider promoting the use of smart journey planning applications as part of their Travel Plan activities.

2.10.4 Developers should consult with bus companies and ensure that the DfT standard of a bus stop within a maximum 400m of new development can be accommodated. Longer maximum walking distances are tolerable if this results in a better, faster and/or more frequent bus service although this can have an adverse impact on older and disabled people. A typical stop on a premium bus route should include:

- Good bus stop design including real time passenger information display, printed timetable and service information, a local map and wayfinding guidance
- High visibility bus stop, flag and pole, where appropriate, and consistent branding.
- Interactive audio help points
- A Wi Fi hotspot if public transport bus stop departure times can be accessed by mobile phones.
- An enhanced maintenance regime to maintain the quality feel of infrastructure investment
- A higher kerb to reduce the step height between the bus and the footway, minimum 125mm
- Higher quality footway and carriageway paving materials
- A stop cage marking of sufficient length to enable bus access close to the kerb. Minimum of 15m per bus if unobstructed (to cater for maximum likely vehicle lengths).

2.10.5 The minimum requirement is for developers and other designers to provide safe and direct walking access to bus stops and, where appropriate, train stations. Signage to public transport facilities should be installed for people on foot as well as cyclists. It should include distance and approximate timings both to transport interchanges from areas of trip generation (such as developments) and also within them, allowing people to interchange easily between different modes. Provision of facilities at bus stops, including seating, shelters and good sightlines (see Section 2.4 – Facilities, Wayfinding & Signage for more details) will encourage more people to use Door to Door travel as an attractive option for longer journeys.



Picture 8: Good practice - Attractive seating and shelters can encourage Door-to-Door travel

2.10.6 Designers must ensure that attractive and direct walking routes to rail stations are available to pedestrians. Given that pedestrian and cycle flows will fluctuate during the day with peak flows occurring at commuting times, design must take into account adequate space for pedestrians and also safe segregation from cyclists as well as vehicles. Acceptable walking distance is a highly subjective matter, but designers should bear in mind that the quality of a route is just as important as its actual length. To provide a both perceived and objective security at night, walking routes to public transport hubs should be lit and overlooked where possible. For

more details of lighting issues for pedestrians, see paragraph 2.4.5 in the Facilities, Wayfinding & Signage section of this guidance.

Door to Door travel can be enabled by providing signage and facilities to ensure that people can feel confident in terms of cycling or walking to public transport hubs and designers will be expected to incorporate safe and attractive routes.



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2.11 Green Space and aesthetics

“Streets should be designed to accommodate a range of users, create interest and encourage social interaction. The place function of the street may equal or outweigh the movement function....This can be satisfied by providing a mix of streets of various dimensions, squares and courtyards, with associated “pocket parks”, play spaces, resting places and shelters”.

Source: Manual for Streets 1


2.11.1 Green space and aesthetics are important issues that can encourage walking over all other modes of transport for shorter journeys in an attractive environment. Manual for Streets 1 (paragraph 6.3.1) outlines what this means:

“The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, sculptures, gardens or interesting architecture are present. Sightlines and visibility towards destinations or intermediate points are important for pedestrian way-finding and personal security, and they can help people with cognitive impairment”.

2.11.2 Public art, fountains, and sculptures can all enhance public space. Green infrastructure, including trees and vegetation in towns and cities can also encourage and enable walking as well as stopping, sitting or just watching the world go by. Public space for pedestrians needs to enable other activities as well as movement, so care should be taken to design attractive environments that also maintain uninterrupted movement corridors for pedestrians. However, it is important to make the distinction between recreational routes and direct routes through green space. It is also important to recognise the need to treat green space routes differently to a street in a built up area.

2.11.3 Developments next to countryside sites or public rights of way should make onsite provision for walking/riding connections to these routes and facilities and contribute to improving these offsite assets in order to mitigate the impact of the

development. The adopted Rights of Way Management Plan 2015-2025 sets out how these matters can be dealt with. The County Council's Countryside Access Team welcomes early discussion with developers on this issue.

Green space and aesthetics provide benefits for local people and can encourage walking. Designers will be expected to provide good landscape design to enhance public space.	
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DESIGN GUIDE FOR CYCLING IN OXFORDSHIRE

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CONTENTS

Introduction

Part 1 - Our aims

1.1 Making cycling first choice

Part 2 - Cycling in new developments

2.1 Permeability for cycle users

2.2 Provision of cycle infrastructure

2.3 Connectivity of sites to existing network

2.4 Cycle parking

2.5 Checklist for developers

Part 3 - Cycle facility specifications

3.1 Quiet roads

3.2 Busier roads

3.3 Junctions

3.4 Off-carriageway cycle facilities

3.5 Interface between on and off-carriageway facilities

3.6 Signage

INTRODUCTION

A better environment for cycling

We would like to see an Oxfordshire where more people choose to cycle for more journeys. We believe this can be achieved through good highway design to create an attractive safe environment for cycling. The better we can make the environment for cycling, the more people will choose to cycle. We believe there is a huge unmet demand for more people choosing to cycle, which we will unlock if we get it right.



A more attractive choice

What does this mean? For many journeys people have a choice of how they choose to travel. A large number of factors influence this decision including journey time, cost, convenience and safety. We need to make sure that we address these factors through good highway design so that cycling becomes the preferred choice more often. We need to ensure that people can cycle directly without unnecessary delays, that there is somewhere convenient to leave their cycle at their destination, and that they can not only be safe while cycling but feel safe as well.

A choice for everyone

Many people already choose to cycle in Oxfordshire. This is very encouraging, but more often than not those that choose to cycle are from specific demographics. We need to ensure we create the right conditions for everyone to choose to cycle, whether they are young or old, male or female, or disabled. We want to make cycling a preferred choice for everyone.



Benefits for everyone

The more people choose to cycle, the greater the benefits for everyone, regardless of whether or not they choose to cycle. An increase in cycle journeys contributes to reduced traffic congestion, better public health, a better environment, a stronger economy and a more pleasant place to live. These are things that everyone wants to see. We hope that the guidance in this document helps to bring these benefits to the people of Oxfordshire.

PART 1 - Our aims

1.1 Making cycling first choice for more journeys

1.1.1 The County Council adopted an Active and Healthy Travel Strategy in 2016, as an integral part of its Local Transport Plan 4. This guidance has been prepared to help deliver the aims and aspirations of the strategy.

1.1.2 The guidance builds on previous guidance for cycling contained within the County Council's Residential Road Design Guide (RRDG) and on the themes contained within Manual for Streets (2007) and Manual for Streets 2 (2010). This guidance in this document supersedes the guidance within the cycling section of RRDG. RRDG will be fully updated at a future time. New guidance covering walking replacing that within RRDG has also been prepared alongside this cycling guidance.

1.1.3 The guidance aims to draw attention to key issues and to outline the application of contemporary cycle design thinking from across the country in the Oxfordshire context. Several similar documents from other parts of the country have been used to inform this guidance.

1.1.4 This document is intended to be a live document and updated when required. It is not intended to be exhaustive or to replicate detailed national or local guidance or regulations that already apply (examples include Design Manual for Roads and Bridges (DMRB) and Traffic Signs Regulations and General Directions 2016 (TSRGD)). Instead, it aims to 'sign post' to these documents.

1.1.5 Several guidance documents should be read in conjunction with this guidance. These documents include:

- [Interim Advice Note 195/16 Cycle Traffic and the Strategic Road Network \(2016\)](#)
- [Design Guidance Active Travel \(Wales\) Act 2013 \(2014\)](#)
- [London Cycling Design Guidance \(2014\)](#)



- [Greater Manchester Cycling Design Guidance \(2014\)](#)
- [Making Space for Cycling \(Cyclenation\)](#)
- [Handbook for Cycle-friendly Design \(Sustrans\)](#)

The guidance contained within these documents is more comprehensive than that contained here and should be referred to for aspects not covered in detail in this guidance where relevant.

1.1.6 It is hoped that by following the guidance contained here the best value is obtained from future investment in transport facilities through ensuring these are well designed for existing and potential new cycle users from the outset. Well designed facilities, with cycle users in mind, are essential to make cycling the mode of choice for as many journeys as possible and meet the aims and aspirations set out in the Active and Health Travel Strategy.

PART 2 - Cycling in new developments

2.0 New developments can offer a blank canvas - and an opportunity to create the ideal conditions that make cycling the first choice for many journeys. Manual for Streets and Streets for All provide the overall guidance for planning new developments. This section draws attention to some of the sections relevant for cycling design and expands upon them.

2.1 Permeability for cycle users

“Street networks should, in general, be connected. Connected, or ‘permeable’, networks encourage walking and cycling, and make places easier to navigate through. They also lead to a more even spread of motor traffic throughout the area...”

- Manual for Streets paragraph 4.2.3

2.1.1 A well connected street network provides cycle users with the opportunity to make direct journeys with distance minimised, in addition to spreading motor traffic throughout an area which reduces the level of traffic in any particular area, both aspects which help to make conditions for cycle users more attractive.

2.1.2 Any path connecting one street to another must be planned so that it can be used by both pedestrians and cycle users. Pedestrian only paths (footpaths) should not normally be provided (see 2.1.4). This maximises convenience for cycle users and prevents

unsatisfactory situations where paths have been designed for pedestrians only but also become used by cycle users. Building placement needs to ensure acceptable forward visibility at resulting road/path junctions in order to meet this requirement.

Footways or footpaths?

Pedestrians are usually accommodated adjacent to the road carriageway on paths normally raised and edged with kerbs, often known as pavement. These are footways. Away from roads, pedestrians are accommodated on footpaths.

2.1.3 Footways (as opposed to footpaths) should be designed to be used by pedestrians only - cycle users should be accommodated on the road or a dedicated cycle facility.

2.1.4 There are a small number of circumstances where a footpath for pedestrians only might be appropriate which include:

- Paths that lead off-site to footpaths which are public rights of way and not suitable or without potential for cycling
- Paths through enclosed or equipped play areas (alternative paths for cycle users should be provided if these are on desire lines)
- Paths that are short connections between parts of a property and in general not used by the public (for example a path which only leads to a front door of a single property)

2.2 Provision of cycle infrastructure

“Pedestrians and cycle users should generally be accommodated on streets rather than routes segregated from motor traffic. Being seen by drivers, residents and other users affords a greater sense of security. However, short pedestrian and cycle-only links are generally acceptable if designed well...” - Manual for Streets paragraph 4.2.4

4.2.4

2.2.1 Creating a permeable street network described in 2.1.1 will help to spread traffic evenly throughout a development. This should ensure that motor traffic on most streets will be minimised, and when combined with a low road design speed, will create conditions where no specific infrastructure for cycle users is needed. However, careful consideration of the needs of cycle users is still required and design aspects which can affect cycle users are detailed in section 3.1.

2.2.2 Short pedestrian and cycle links are essential to maximise permeability. General design considerations are to follow the principles contained in Manual for Streets chapter 4. Detailed design considerations are specified in section 3.4.

Green corridors

2.2.3 Although emphasis is on keeping pedestrian and cycle-only links short, there will be occasions where a longer form of traffic free path may be desired through a development as either a design feature or incorporation of an existing public right of way. In these cases it is essential that routes are wide (2.5m+ within a wider corridor), open, overlooked, not enclosed and barrier-free. Where a green corridor is

proposed, that uses an existing public right of way, it needs to follow the legal line and full width while also ensuring that provision for cycle users does not unnecessarily impact on other users, including walkers and equestrians, as well as respecting habitats and protected species. Also the provision of any form of green corridor is to be in addition to, not instead of, appropriate provision of cycle facilities elsewhere on the site - including on spine roads.

Spine and distributor roads



2.2.4 Accommodating cycle users on the carriageway applies equally for busier roads in new developments where the speed of the road is 30mph or less. While a well-connected street network helps to prevent roads becoming busy with motor traffic, only a small number of streets in a new development are usually connected to the existing highway network, resulting in greater levels of traffic on these roads.

2.2.5 While no specific cycle infrastructure is required along the majority of residential streets, busier streets do require cycle user specific infrastructure to create an acceptable environment for cycle users. Good design including adequate space and priority for cycle users is needed to ensure cycle users feel safe and cycle journeys are direct and convenient.

2.2.6 Along such roads, sometimes referred to as spine roads, the minimum provisions for cycle users are stepped cycle tracks (sometimes called hybrid cycle lanes, terraced or similar) on each side of the road. This applies to any new road serving a new development where it connects together two existing roads and

serves a development of greater than 500 houses. This also applies to smaller sites where these will ultimately form a larger overall development meeting these criteria.

2.2.7 Design aspects for stepped cycle tracks can be found in section 3.2.

2.2.8 Other solutions for cycle user provision on busier roads can be considered but the principle of provision being an integral part of the carriageway rather than footway must remain. Shared-use footways alongside spine roads should not be provided, only pedestrian footways. Priority for cycle users at side road junctions is critical. Stepped cycle tracks as described in 3.2 or completely segregated cycle lanes are to be provided, not cycle lanes consisting only of painted lines, as in order to achieve adequate cycle lane width simple painted lines create an unacceptably wide carriageway making control of motor vehicle speed less self-enforcing.

Table 2.2: Summary of cycle infrastructure provision in new developments by road type

Road type	Description of road type	Cycle provision
Primary distributor road	Sometimes required for larger developments. Normally connects to existing roads at either end. Development spine roads connect to this road. Development properties do not normally access this road directly	Depends on design speed of road. Where greater than 30mph, off carriageway provision should be provided (cycle tracks), preferably segregated. Where 30mph or below, either the provision described above or that described for spine roads
Spine road	Road that connects to the existing highway network or primary distributor road. Residential streets connect to this road, and some development properties directly connect to this road. Local centres are likely to be served by this road	Where spine road serves a development of greater than 500 dwellings and connects to existing highway or primary distributor road at both ends, stepped cycle tracks are to be provided throughout on both sides of the carriageway
Residential street	Streets serving dwellings which connect to a spine road and to each other	Streets should be designed to minimise traffic speed. No specific cycle infrastructure required, but to be

		designed with cycle users in mind
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Public rights of way

2.2.9 The Oxfordshire Rights of Way Management Plan 2015-2025 details how the public rights of way network will be managed and developed.

2.2.10 Sites will sometimes have existing public rights of way which cross them. Negotiations with the County Council's Countryside Access Team will determine the approach to incorporating these into a new site. Internally, within a site, it is essential to recognise and incorporate existing public rights of way into the well-connected network of streets and paths and to make these available to cycle users where they are suitable or can be made suitable without impacting the other users of the path. If unsuitable, alternative parallel facilities for cycle users are to be provided.

2.2.11 Footpaths are the most common type of public right of way, and cycle users do not have rights to use them. However, cycle users have rights to use higher status routes alongside other users: bridleways, restricted byways and byways - but these are often unsurfaced and may not be suitable for cycling. Where a public right of way crosses a development site, it should be assessed for the potential to incorporate it into the local transport network, and provision made for cycle users. This is likely to take one of two forms:

- Provision of a parallel cycle path, offering shared use or segregated from the public right of way as necessary
- Enabling cycle users to use the route through the site by the landowner dedicating the route as a bridleway or restricted byway

2.2.12 It should be noted that these provisions apply to public rights of way through a new development area only. Off site, a new development usually impacts on public rights of way in some way – the adopted Rights of Way Management Plan 2015-2025 sets out how this is dealt with. The County Council's Countryside Access Team welcomes early discussion with developers on this issue.

2.3 Connectivity of sites to existing network

“Internal permeability is important but the area also needs to be properly connected with adjacent street networks. A development with poor links to the surrounding area creates an enclave which encourages movement to and from it by car rather than other modes” - Manual for Streets paragraph 4.2.5

2.3.1 Connections for motor vehicles to the existing highway network from a new development are usually restricted to a small number of points. All opportunities therefore need to be explored to supplement these points with pedestrian and cycle user only links, particularly at points furthest from the site access road junction(s) and corners of the site. The aim is to ensure that the distance required to make a journey by bicycle is minimised. Indeed it should be more convenient to walk or cycle than to drive.

2.3.2 The design and layout of the development must recognise that the site will form part of the wider network for cycle users and that cycle users will use the site roads and paths to make journeys passing through the site. Development layout needs to ensure cycle users passing through a site should not be subject to unnecessary diversions or delays and be able to maintain a direct route, so far as possible. Oxfordshire County Council will assist with the identification of the wider network – particularly where it doesn't exist yet.

2.4 Cycle Parking

“Providing enough convenient and secure cycle parking at people's homes and other locations for both residents and visitors is critical to increasing the use of cycles. In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking” - Manual for Streets paragraph 8.2.1

2.4.1 For new residential developments, the County Council's minimum approved standards are:

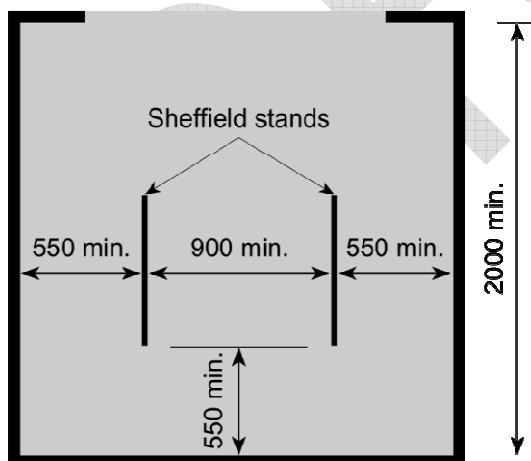
- Resident cycle parking: 1 space for 1 bed unit, 2 spaces for larger units
- Visitor cycle parking: In addition to the above, 1 stand per 2 units where more than 4 units

Notes:

- Garages should be designed to allow space for car plus storage of cycles in line with District Council design guides where appropriate
- 1 stand = 2 spaces. The number of stands to be provided from calculations to be rounded upwards
- Preferred stand is of 'Sheffield' type.
- All cycle parking facilities to be secure and located in convenient positions
- Oxford City Council has a separate standard to reflect high cycle usage in the city
- Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development

2.4.2 There are several aspects to consider when planning cycle parking to ensure that it is attractive to use and contributes positively to a journey by bike. Section 8.2 of Manual for Streets details many of the considerations.

2.4.3 Particular attention is drawn to the provision of enclosed cycle storage often provided for flats. Inside an enclosed cycle storage area simple Sheffield type stands are often the most straightforward solution. However they must be positioned with adequate spacing between them and to any walls. Entry doors or gates need to have clear access, for example they must not open onto a parking space.



2.4.4 The standards contained in this section are very much minimum standards – new developments need to consider rising levels of cycle ownership (including accessories such as trailers and larger cycles such as cargo bikes) and ensure that provision is appropriate and sustainable.

2.5 Checklist for developers

	Is there permeability for cycle users throughout the development?
	Is appropriate cycle infrastructure provided?
	Does the development layout ensure good connectivity to the wider network and destinations for cycle users?
	Are the minimum standards for cycle parking met?

PART 3 - Cycle facility specifications

3.0 This section gives guidance on the specification of infrastructure elements for cycle users. In addition to new developments, the guidance can apply to schemes on the existing highway network as well.

Table 3: Summary of minimum provision of cycle infrastructure on highways

Speed limit	Average Annual Daily Motor Traffic Flow (AADT)	Minimum Cycle Infrastructure Provision
40mph +	Any	Cycle tracks (segregated or shared)
20mph -	2,500 – 5000	Cycle lanes
30mph	> 5000	Stepped cycle tracks

3.1 Quiet streets

3.1.1 No specific cycle infrastructure is required or desired on streets where traffic is light and speed is low. For the purposes of this document this is defined as where the average annual daily motor traffic flow is less than 2,500. Most residential streets fall into this category.

3.1.2 Although no specific infrastructure is required, the needs of cycle users must still always be considered. This is particularly true when using features to help ensure slow moving motor vehicles - the impact of features designed to slow or calm motor traffic on cycle users must be considered.

3.1.3 The following table outlines features sometimes used and their potential impact on cycle users. It is not intended to be exhaustive.

Feature	Possible impact on cycle users
Surface changes / rumble strips / cobbles	Can cause cycle users to become unsteady. Where used, alternative smoother surface sections for cycle users should be provided. For example, if rough cobbles are to be used, smooth sections for cycle users should be provided, and these need to be in

	appropriate locations - not a narrow strip at the very edge of the road - often a wider section around one metre from the road edge will be more appropriate
Build-outs	Unnecessary inconvenience and potential danger for cycle users. If used, build-outs should have a method for cycle users to bypass them, although care should be taken to ensure this is in an appropriate location, particularly if parked cars are likely to be present on either side, in which case street furniture should prevent parking too close to the build-out

3.2 Busier roads

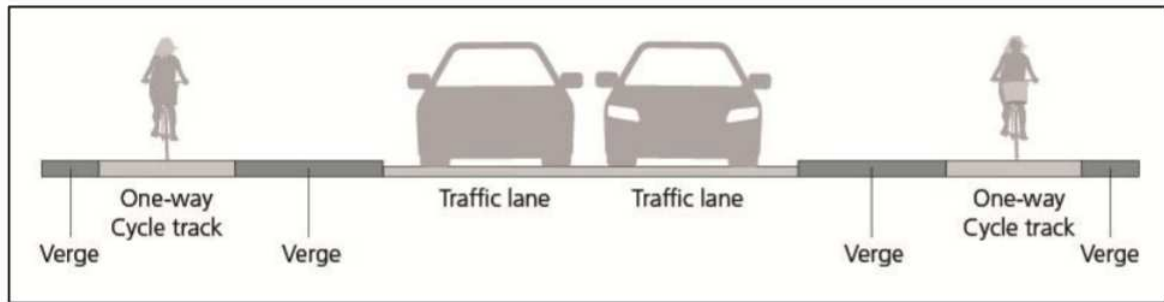
3.2.1 Where the average annual daily motor traffic flow exceeds 2,500, or where the road speed is higher than 40mph, infrastructure for cycle users should be provided.

3.2.2 Cycle users should be provided with space to cycle. This helps to improve safety for cycle users and allows cycle users not to be obstructed when vehicle congestion causes slow or stationary traffic. In addition, the provision of space dedicated for cycle users helps to improve perceived safety of cycling and creates a more pleasant cycling experience as a result.

3.2.3 Several types of cycle facility can provide dedicated space for cycle users including mandatory cycle lanes, stepped cycle tracks and parallel cycle tracks completely segregated from traffic.

3.2.4 The minimum infrastructure provision is stated in table 3.

Parallel cycle tracks

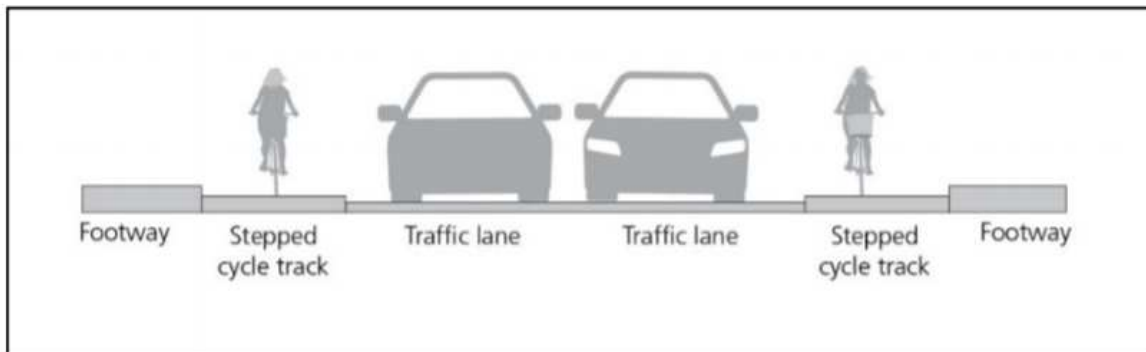


3.2.5 Along inter-urban higher speed roads, priority for cycle provision is to focus on fully segregating cycle users from traffic. This can be achieved with the provision of completely segregated cycle tracks or shared use paths alongside the road. In these circumstances some of the negative aspects of roadside shared use paths that occur where provided in urban areas can be less of an issue: Pedestrian usage tends to be significantly lower reducing potential for conflict; and the number of side-roads is likely to be lower. Care must be taken to ensure good integration with the carriageway at appropriate points however.

3.2.6 Such paths should generally cater for cyclists travelling in both directions. There should be an aim, where it is possible, for them to be provided on both sides of the carriageway to prevent the need for cycle users to have to cross the carriageway and back again. Paths should be set back away from the roadside as far as possible to reduce the possibility of cycle users being dazzled by car headlights at night.

3.2.7 Design aspects for shared use paths alongside roads are the same as for any off-carriageway path and detailed in section 3.4. Paths should be separated from the carriageway by verge space or hedge - the greater the buffer between the path and the carriageway the more pleasant the path environment can be. This separation is especially important for paths also used by equestrians.

Stepped cycle tracks



3.2.8 Stepped cycle tracks provide cycle users with some protection from traffic, dedicated space on the carriageway and priority across side-road junctions. Sometimes referred to as 'hybrid' or 'terraced' cycle lanes, the cycle lane is raised slightly above the rest of the carriageway and clearly separated from it with kerbing, with a further kerb between the cycle lane and the footway. This design addresses several of the negative aspects of roadside shared use paths while retaining the benefits. They can usually be constructed without needing substantially more overall highway space than shared use paths require.

3.2.9 There are several different design styles of cycle lanes that provide some form of partial segregation from traffic, indeed Oxford has had some for several decades - for example along Donnington Bridge Road.

3.2.10 Our preferred design of stepped cycle track is shown above. This has a kerb of mid height between the cycle lane and the rest of the carriageway, and another similar height kerb to the footway or verge. The kerbs provide barriers helping to prevent incursion from motor vehicles while allowing street cleaning vehicles to access the cycle lane when required, helping to ensure the facility doesn't become a 'gutter' for litter and foliage. At side roads, the cycle lane can remain raised across the junction mouth. At more complicated junctions it will usually be necessary for raised cycle lanes drop down to carriageway height, becoming regular painted cycle lanes.

3.2.11 Stepped cycle tracks should be of a width between 1.5 metres (absolute minimum running width - excludes kerb/paint width) and 2 metres, with a

recommended width of 1.8 metres. Where cycle traffic volumes demand a width of greater than 2 metres, or space is available, full segregation should be considered first.

3.2.12 Kerbs separating the stepped cycle track from the rest of the carriageway should be 'Cambridge' kerbs, which were developed specifically for raised cycle lanes to ensure cycle users can move between in and out of them when required. This ensures that cycle users can safely negotiate an obstruction in the cycle track by re-joining the carriageway.

3.2.13 Kerbs separating a stepped cycle track from the footway should be half-height bullnose kerbs to ensure appropriate physical footway edging relied upon by partially-sighted people and to discourage cycle users from riding on the footway.

3.2.14 Parking in stepped cycle tracks should not be permitted. Where parking is to be accommodated, a stepped cycle track could pass either side of the parking bays. Adequate buffer should be provided to prevent car doors being opened into the cycle



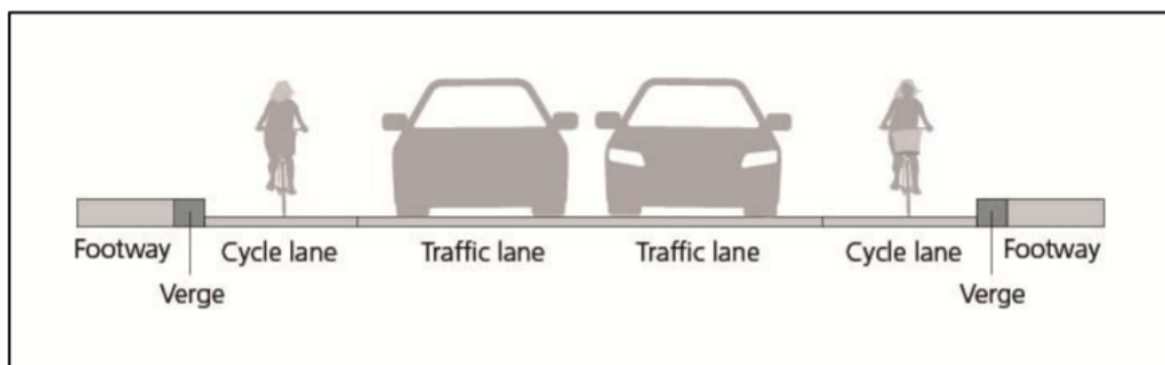
track.

3.2.15 Bus stop bypasses may be appropriate for stepped cycle tracks, however care needs to be taken to ensure their design is not unnecessarily inconvenient for cycle users or pedestrians. The angle of deflection for the cycle track to pass behind a bus stop should be minimised, while ensuring appropriate width and space for bus passengers.

3.2.16 Locations of crossing points for pedestrians should be based on desire lines and be raised across the cycle track. Where a bus lane is present, designs should take into account that some cycle users may wish to use the bus lane rather than the bypass when a bus is not present. As a general principle, bus passengers should not be able to step off a bus directly into any form of cycle infrastructure.

Mandatory and advisory on carriageway cycle lanes

3.2.17 The widths of both mandatory and advisory cycle lanes are the same as for stepped cycle tracks: 1.5m to 2m with 1.8m being the recommended width.



3.2.18 Where the minimum width cannot be attained over the majority of its length, cycle lanes should not normally be provided. Research by Parkin J & Meyers C, 2009 suggests cycle lanes can cause motorists to leave a smaller and in the case of narrow lanes inadequate space when overtaking a cycle user. There may be limited occasions where short sections of substandard width cycle lane do have clear benefit, such as to allow access to an advance stop line at traffic lights or to maintain continuity.

3.2.19 Both mandatory and advisory lanes should in general not make use of specially coloured surfaces. This is primarily to reduce maintenance costs. Short sections of coloured surface may be used in some circumstances, such as across side road mouths. When roads are resurfaced, this should include the full width of the carriageway including cycle lanes.

3.2.20 The use of LED road studs to delineate cycle lanes is encouraged, particularly along busier roads.

3.2.21 Light forms of cycle lane segregation such as wands or armadillos can be considered on an experimental basis.

3.3 Junctions

3.3.1 The needs of cycle users should be incorporated into the designs of all junctions. The needs of cycle users should be considered for all possible movements.

3.3.2 Junctions present many complex issues for good cycle facility design and a great deal of recent work has been done elsewhere to try to address this. This guidance document does not at present aim to cover detailed design aspect of junctions. For this reason it is essential to refer to the more detailed guidance on junctions contained within these reference documents:

- Interim Advice Note 195/16 – Cycle Traffic and the Strategic Road Network (2016) (sections 2.4, 2.6 and 2.7)
- Design Guidance - Active Travel (Wales) Act 2013 (2014)
- London Cycling Design Guidance (2014)
- Greater Manchester Cycling Design Guidance (2014)



3.3.3 The toolkit for junction designers has recently been enhanced with low level signals for cycle users, early release for cycle users and two stage turns now

available. These are covered in some of the documents listed above and should be incorporated into designs where appropriate.

3.3.4 At traffic light controlled junctions on classified roads or where cycle lanes or stepped cycle tracks are present, advance stop lines should be provided on all arms of the junction together with appropriate means to access them. Advance stop lines should be a minimum of 4m deep.

3.3.5 Roundabouts can be particularly daunting for some cycle users, especially large multi-lane roundabouts. Approaches, exits and the geometry of roundabouts should aim to cause traffic to slow down to use the roundabout and therefore reduce the risk to cycle users - roundabout entry should be radial, not tangential, in order to slow traffic. These aspects are covered in some of the documents listed in 3.3.2.

3.4 Off-carriageway cycle facilities

3.4.1 Good facilities for cycle users on carriageways are complemented by good off-carriageway facilities.

3.4.2 It is imperative that on and off carriageway facilities are integrated together to form a single network for cycle users, and not considered as two separate networks. This includes where off-carriageway facilities meet a road which itself has no specific infrastructure for cycle users.

3.4.3 Path surfaces should be appropriate to the environment and users - in urban areas should be sealed with 'black top'. In rural areas other surfaces may be more appropriate, such as compacted stone, or grit rolled into a stone surface, especially if the routes are shared with equestrian users (obtain advice from local riders and British Horse Society), or if the route is located in a sensitive location such as Area of Outstanding Natural Beauty or open countryside.

3.4.4 Paths should be lit where they connect one lit area to another. In rural areas, solar studs can provide an appropriate form of light.

3.4.5 Paths should be direct, open (not enclosed with high sided fences) and, where possible, overlooked to aid personal security.

Segregated paths



3.4.6 Off-carriageway facilities that are well used by either cycle users or other users should be fully segregated by either kerbing, verge or hedge and not painted lines. This benefits both cycle users and other users by reducing the potential for conflict, increasing perceived safety and helping to ensure all users can make their journey in an efficient and enjoyable manner.

3.4.7 A section of a segregated path for cycle users should be 3 metres or wider, with 2.5m as a minimum acceptable for short sections (no greater than 100m). For walkers a minimum of 1.5m (2m+ recommended) is to be provided and for equestrians a minimum of 3m.

Shared paths

3.4.8 It is not always appropriate, possible or necessary to provide fully segregated off-carriageway paths. For lightly used paths or where space is constrained a shared path will suffice. Extra care will be required to integrate shared paths with the

carriageway for cycle users while appropriately catering for the needs of pedestrians and other users, including equestrians where appropriate.



3.4.9 Usage should dictate the width of such paths, with 3 metres the recommended width, 2.5 metres the minimum. Paths wider than 3 metres should normally be segregated rather than shared.

3.4.10 In general, shared paths should not be divided with painted lines. Where these have been provided in the past, they are often ignored by both pedestrians and cycle users and provide little benefit. However, segregation with painted lines can begin to become self-enforcing and have benefit where usage is high

3.5 Interface between off- and on-carriageway facilities

3.5.1 Where a cycle facility transitions from off- to on-carriageway, or where an off-carriageway facility ends and cycle users continue their journey on carriageway, flush kerbs should be used not drop kerbs.

3.5.2 Barriers should not be provided at the beginning or end of off-carriageway facilities, except in circumstances where there is a demonstrable need. Where incursion by motor vehicles is an issue, a single centrally placed bollard should be sufficient. Bollard placement must ensure adequate space either side (reference design cycle vehicle being 1.2m wide) and include reflectors to ensure it can be seen at night.



3.5.3 The use of 'protected exits' is encouraged where an off-carriageway facility joins the carriageway. With this facility the off-carriageway (or roadside) cycle path continues directly onto the carriageway into a cycle lane. This interface allows cycle users to continue their journey seamlessly onto the carriageway without a need to stop and give way to traffic. Where no cycle lane on the carriageway is provided a short section of advisory lane should be provided to allow the cycle user to merge into the traffic flow, again without needing to give way.

3.5.4 Protected exits should not be used in all scenarios, for example where a cycle facility continues on the opposite side of the carriageway. In these scenarios a give way marking may be the most suitable option. Careful consideration is needed to ensure all possible movements of cycle users are adequately catered for.

Crossings

3.5.5 When designing crossing facilities for cycle users, designs should take into consideration that a crossing point is an interface between the off-carriageway cycle facility and the carriageway - not all cycle users will be crossing, some will be leaving the highway at that point to continue along the off-carriageway facility and vice-versa. It may be helpful to think of a crossing as a road junction with one or more arms available for cycle users only.

3.5.6 Crossing designs should not expect or require cycle users to dismount to cross the road.

3.5.7 As with junctions, this guidance does not currently cover detailed design aspects of crossings. Instead designers are to refer to the documents listed in 3.3.2 together with DMRB.



3.5.8 A new type of crossing for cycle users is now available. A Parallel crossing provides a crossing for cycle users alongside a traditional zebra crossing, and is sometimes referred to as a Tiger crossing

3.6 Signage

3.6.1 Cycle traffic signs provide direction information, identification of infrastructure as being available for cycle users, and instructions or warnings. Cycle traffic signs must be in accordance with TSRDG.

3.6.2 The use of signage on cycle routes should be minimised and only signs actually required (specified in TSRDG) or that have a clear benefit should be provided (refer to Traffic Advisory Leaflet 01/13 Reducing Sign Clutter).

3.6.3 "Cycle users Dismount" signs should not be used. "Cycle users Re-join Carriageway" signs can be appropriate in some circumstances. Where a designer thinks a "Cycle users Dismount" sign is required, the appropriateness of the infrastructure for cycle users should be questioned.

3.6.4 Attention should be paid to the end of off road cycle tracks – it should be clear to cycle users that they need to continue on road, by either appropriate signage or markings. This is to avoid cycle users inadvertently carrying on riding on footway, and also to avoid the impression that provision for cycle users has simply ended.

3.6.5 The use of directional signage is encouraged where it helps wayfinding, even for shorter sections of path. Directional signage should be provided at all junctions with other cycle routes and where a cycle route meets a carriageway. Distances should normally be signed except where the journey time is less than 15 minutes (for a cycle user travelling at 12mph), in which case the journey time should be displayed instead.

Stakeholder feedback and OCC response

Responses to the Cycling Design Guide (CDG)

Organisation or Individual	Feedback	OCC Response and changes made to the Cycling Guide
Associate of the Health Improvement Board	<p>Supports both documents</p> <p>Asks if guidance includes plans to look at existing provision</p> <p>Asks about monitoring and evaluation</p>	<p>Guidance will be applicable to any future schemes but won't in itself trigger changes in existing streetscapes</p> <p>Monitoring and evaluation are to be considered at a future time</p>
A member of the Oxford Civic Society	<p>Support both documents</p> <p>Various comments on individual aspects of CDG, including suggestion for diagram of cycle 'design vehicle'</p>	Diagram of cycle 'design vehicle' to be included in publication version of CDG
British Horse Society	<p>Various text additions to include mention of equestrian users at relevant points</p> <p>Request for Equestrian Design Guide</p>	<p>Similar point made by OCC Countryside Access Team and changes incorporated where possible</p> <p>Request for Equestrian Design Guide noted</p>
Independent comment 01	Concern about walkers and cyclists sharing paths	Concern shared in CDG which promotes alternatives. However such paths do still have a place in the circumstances detailed in the guidance
SODC Didcot Garden Town Team	Supports both documents	Noted
Oxfordshire County Council Research & Innovation Team	Suggested amended text for paragraph covering parallel cycle tracks along higher speed roads	Text amended
Oxfordshire County Council Countryside Team	Various minor text changes concerning public rights of way and equestrian users	Changes incorporated where possible
Oxfordshire County Council Major Infrastructure Delivery team	<p>Documents would benefit from less text and more plans</p> <p>Suggest need to be checked / assessed for alignment with District Council developer guidance</p> <p>Suggest cross-referencing with OCC guidance/practices</p>	<p>Publication versions of documents will be professionally produced and more diagrams and illustrations added to aid this</p> <p>Representatives from all District Council Planning teams have been involved throughout the development of the guides as part of the Active & Healthy Travel Steering Group (A&HTSG)</p>
Page 123		Cross referencing could be included

		in a future revision and hyperlinks added to the electronic versions
Oxfordshire County Council Traffic and Road Safety Team	Various minor comments on individual paragraphs	Changes incorporated where possible
Harwell Parish Council	Support both documents Comment that guidance is too late	Noted. Whilst regrettably the guides might not serve past schemes and schemes already approved, it is intended that they will support the design of better solutions in future schemes.
Oxford City Council Green Spaces Development team	Supports both documents but comments that they need to be put into practice Highlights several issues raised at a Westminster Briefing conference last year on walking and cycling	The guidance documents are a tool to help implement several existing policies that will go some way to addressing many of the issues raised at the conference as noted
HarBUG	Supports new CDG Concern that with separate CDG and WDG and no updated Residential Road Design Guide (RDG) and developers may not coordinate street designs District Council planning policy documents must point to these design guides and the councils must ensure compliance with them	The Residential Road Design Guide (RRDG) will be updated in due course which will present a fully coordinated set of guidance District Councils have been involved with these guidance documents through the A&HTSG. Their support is essential and will be supported through OCC's role as Highway Authority and statutory planning consultee
Oxford Bus Company	Supports guidance for better cycle infrastructure at bus stops to reduce conflict Request for Public Transport Infrastructure Design Guidance	Request for Public Transport Infrastructure Design Guide noted
Oxford City Council Planning department	Fully support both documents in principle Design guides need to be seen within wider overarching strategy and need to cover priority (in terms of mode), and request for a walking and cycling strategy for Oxford Concern regarding guidance stating that shared use paths should not be provided alongside roads within new developments and objection to requirement for stepped cycle tracks in larger new developments	Walking and cycling strategy is covered on a countywide basis in the Active & Healthy Travel Strategy, which is part of LTP4 The new guidance is deliberately strong in regards to stating that shared use paths should not be provided in new developments alongside roads. This is because of several shortcomings of such infrastructure (reference Cycle Nation's "Making Space for Cycling")

		<p>and because, when provided, generally consideration is only made for cyclists</p> <p>Stepped cycle lanes are a better alternative to shared use paths within larger new developments and do not take up significantly more space, and have much better support from cycling and walking groups. There should be no reason why such infrastructure can not be designed into new developments</p>
Cycling UK Representative	<p>Many good points in the CDG</p> <p>Several detailed comments on individual paragraphs, including:</p> <ul style="list-style-type: none"> • Guidance should be used from outset of design process • Disagree with spreading motor traffic throughout an area, filtered permeability • More residential cycle storage space needed for families • Refuges used by cyclists need to be big enough • Disagree with gravel surfaces in rural areas <p><i>Note: The above list is only a selection of the points made</i></p>	<p>Filtered permeability will be picked up in the revised RRDG as it affects more than cycling. The key point the CDG is making is for full cycle permeability</p> <p>Cycle parking limits and more detail on refuge dimensions can be picked up in a future revision of the guidance</p> <p>Compacted gravel surfaces in rural areas often result from other (non-cyclist) user needs, which have to be taken into consideration</p> <p>Changes have been made in response to detailed comments where possible</p>
Oxford Brookes University, Cycle BOOM project	<p>Supports OCC's ambition to encourage more people of all ages and abilities to cycle more</p> <p>Query over whether references to other existing guides lacks clarity and has potential for guidance to become applied inconsistently. Need links to where documents can be found online.</p> <p>Greater emphasis needed on keeping motor vehicle speeds low on residential streets</p> <p>Several further detailed comments on individual paragraphs</p>	<p>The use of existing guidance from elsewhere to fill gaps in the OCC guidance will be kept under review and addressed when the CDG is next updated if required. Document links will be provided in the published document</p> <p>Vehicle speeds on residential streets will be covered in the revised version of RRDG</p> <p>Changes have been made in response to further detailed comments where possible</p>
A representative from Cyclox / Cycling UK and Oxford Civic Society	<p>Several detailed comments and on individual paragraphs and suggestions for text changes</p> <p>Some more broad issues raised</p>	<p>Changes have been made in response to detailed comments and text change suggestions where possible</p>

	<p>include:</p> <ul style="list-style-type: none"> • Query why references made to Street Design for All, which has little on provision for cycling • Differences with existing RRDG, such as conflict between number of access points for new developments and having a well-connected street network • Use of road type names “spine” and “distributor” • Higher standards for cycle parking needed • Guidance that cycle lanes should not use coloured surfaces due to maintenance costs runs counter to the tenor of the document • ASLs should be 5m deep (not 4m) <p><i>Note: The above list is only a selection of the points made</i></p>	<p>References to Street Design for All have been removed</p> <p>It is acknowledged that there are CDG issues that cause conflict with the current version of RRDG, which has not at this present time been updated. RRDG will be updated in future to create a coordinated set of guidance documents which will resolve this. When RRDG is updated, road type naming conventions will be consistent</p> <p>Cycle parking standards will be reviewed when CDG (or RRDG) is next updated</p> <p>The use of coloured surfaces will be reviewed in a future version of CDG</p> <p>The requirement for ASLs has been changed to be a <i>minimum of 4m</i></p>
Peter Brett Associates LLP	Support the provision of local authority guidance for developers	Noted
Oxfordshire Cycling Network	<p>Overall support for both CDG and WDG</p> <p>Both need to be used at the very start of the planning process</p> <p>Several detailed comments on individual paragraphs, which include:</p> <ul style="list-style-type: none"> • Suggestion that user hierarchy mentioned in CDG • Concern about having developments fully permeable to motor traffic • Concern about concept of ‘spine’ and ‘distributor’ roads • Suggestion of inclusion of light-segregation solutions (e.g. armadillos) • Guidance should cover maintainability <p><i>Note: The above list is only a selection of the points made</i></p>	<p>Changes have been made where possible in response to detailed comments</p> <p>User hierarchy concept should be explained in RRDG</p> <p>Motor traffic permeability will be picked up in the revised RRDG as it affects more than cycling. The key point the CDG is making is for full cycle permeability</p> <p>RRDG update will better name road types (CDG will then be updated accordingly)</p> <p>Light segregation now mentioned in CDG</p>
Oxford University Estates department	<p>Broadly satisfied with content and considers CDG and WDG should help encourage walking and cycling in the future</p> <p>More detailed comments made</p>	<p>Light segregation now mentioned in CDG</p> <p>Parking for larger bikes and trailers now mentioned in CDG</p>

	including comments on light segregation, high density cycle parking and cycle parking for larger cycles (e.g. cargo bikes)	
SODC / VoWHDC Planning department	<p>Support both CDG and WDG, their aspirations and key principles</p> <p>Suggestion for diagrams and photos to have figure numbers and titles</p> <p>Suggestion to include examples and case studies</p> <p>Detailed comments on individual paragraphs in CDG</p>	<p>Changes have been made where possible in response to detailed comments</p> <p>Publication versions of documents will include numbers and titles for diagrams and photos, and examples of case studies if possible</p>
OxTRAG	<p>Cycle provision also needs to allow provision of mobility vehicles. Stepped cycle tracks should offer frequent drop sections to allow movement of mobility vehicles to footway</p> <p>Detailed comments on individual paragraphs in CDG</p>	Changes have been made where possible in response to detailed comments
Cherwell District Council Planning department	<p>Guidance to assist developers prepare high quality designs to encourage walking and cycling is welcomed and supported</p> <p>Several comments regarding the overall style and content including suggestion of a need for a delivery section, summary section and executive section</p> <p>Detailed comments on individual paragraphs in CDG</p> <p>OCC Road Agreements team need to be fully engaged and committed to the guidance</p>	<p>Changes have been made where possible in response to detailed comments</p> <p>The publication versions of the documents may be able to address some of the style and content suggestions – others will need to wait until the next update to the documents (or RRDG update)</p> <p>Liaison with OCC Road Agreements team has taken place</p>
Oxfordshire County Council Transport Localities representative	Detailed comments on individual paragraphs in CDG	Changes have been made where possible in response to detailed comments
Oxfordshire Sport and Physical Activity	Detailed comments on individual paragraphs in CDG	Changes have been made where possible in response to detailed comments
Oxfordshire County Council Public Health representative and member of the	<p>Suggestion made that developers could provide storage for cycle related equipment, and query whether infrastructure will be able to accommodate adaptive access</p>	<p>Storage for cycle related equipment is now mentioned</p> <p>Infrastructure should be designed for the cycle 'design vehicle' which</p>

Barton Healthy New Town Steering Group	cycles	specifies dimensions that should cover most adaptive/accessible cycles
RSA Thame Group	Awareness of Thame Green Living Plan	Noted

Responses to the Walking Design Guide (WDG)

Organisation or Individual	Feedback	OCC Response and changes made to the Walking Guide
Associate of the Health Improvement Board	Raises issue of street clutter and too many signs in Oxford. Mentions raising awareness for users.	WDG quotes NPPF guidance on Transport Statements or Assessments (para 2.1.3) and also para 2.4.2. Will consider more on general issue of street clutter. The design guides are intended to be technical documents therefore would not explicitly suggest initiatives to educate or raise awareness of improving health but it is hoped their existence contributes to the wider conversations around healthy travel
A member of the Oxford Civic Society	Might be worth distinguishing between residential areas and others - retail, commercial areas, etc. Raises issue of drop kerbs for access to private driveways Suggests amendments to paragraph 2.3.5	Drop kerbs issue included Amended paragraph 2.3.5
British Horse Society	See response in CDG table above	See response in CDG table above
Independent comment 01	See response in CDG table above	See response in CDG table above
SODC Didcot Garden Town Team	See response in CDG table above. Supports both documents	Noted
Oxfordshire County Council Countryside Team	Supportive of aspirations Detailed comments on individual paragraphs in WDG e.g. reference to all non-motorised users and equestrians	Changes have been made where possible in response to detailed comments. Equestrian considerations are separate to walking & cycling but opportunity to review when RRDG updated
Oxford Pedestrians Association	Supportive of the content in the Walking Design Guide	Noted
Oxfordshire County Council Major Infrastructure Delivery team	Photos could be improved. Add OCC new lighting policy in 2.4.3. Would like a technologies section to be added in terms of Door to Door	Photos removed/improved, lighting text added. Technologies text added to Door to Door section
Oxfordshire County Council	Amendments proposed on a range of issues	Amended text on pelican crossings, zebra crossings and changed width

Traffic and Road Safety Team		guidance in 2.3.5, reference to LTN 1-95 added.
Harwell Parish Council	See response in CDG table above	See response in CDG table above
Oxford City Council Green Spaces Development team	See response in CDG table above	See response in CDG table above
HarBUG	Express a slight concern that by separating walking and cycling from general highway design, developers may not coordinate their street designs from the outset.	See response in CDG table above
Oxford Bus Company	Shared space should be referenced; Consider that separate guidance to Shared Space & Public Urban Realm should be developed and consulted on rather than hidden within walking guidance. Bullet point list of requirements for developers for bus stop facilities in Door to Door section	Walking (and cycling) Design Guidance has been developed first. Opportunity to review/incorporate when RRDG updated. Incorporated: This would be appropriate for stops particularly on Premium Bus Routes.
Oxford City Council Planning department	Issues relating to Oxford raised. Need for hierarchy, spatial dimension, steepness/gradients, shared space complexity. Some photos are poor and some WDG and CDG text on shared space not connected/consistent.	Photos improved/updated, hierarchy now covered, shared space text revised.
Peter Brett Associates LLP	Support the provision of local authority guidance for developers	Noted
Oxfordshire Cycling Network	Overall support for both CDG and WDG	Suggested amendments to the WDG have been amended accordingly
Oxford University Estates department	In section 2.6.6, it might be a good idea to distinguish between shared-use of 'cycle paths' and shared-use in pedestrianised areas. Manual for Streets principles should be followed.	Amended
SODC / VoWHDC Planning department	Improved formatting and less text heavy recommended. No quote from Inclusive Mobility or Public Health England	Diagrams have been added to make it less text heavy. Have added text from Inclusive Mobility and Public Health colleagues have provided text.
Living Streets, UK Charity	Comprehensive list of proposed changes – welcomes guidance on walking as a separate mode	Changes have been made where possible in response to detailed comments
OxTRAG	Comprehensive list of amendments to ensure safety for more vulnerable users	Changes have been made where possible in response to detailed comments

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Cherwell District Council Planning department	Comprehensive list of helpful comments and detailed text changes	Changes have been made where possible in response to detailed comments
Oxfordshire Sport and Physical Activity	Range of comments/additions to text	Amendments incorporated where appropriate.
Oxfordshire County Council Public Health representative and member of the Barton Healthy New Town Steering Group	Comprehensive list of helpful comments from a health perspective	Amendments incorporated where appropriate
RSA Thame Group	Awareness of Thame Green Living Plan	Noted