



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

Thursday, 7 September 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 Friday 15 September 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, appearing to read 'P G Clark'.

Peter G. Clark
Chief Executive

August 2017

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

Note: Date of next meeting: 12 October 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 Speed Limit Reductions on Link Roads to A423 Oxford Southern Bypass (Pages 1 - 6)

Forward Plan Ref: 2017/096

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

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

Following a formal consultation on proposed speed limit changes on the A423 Oxford Southern bypass and roads linking the bypass to Kennington and Oxford, the Cabinet Member for Environment on 29 June 2017 approved introduction of a 50mph speed limit on the bypass between the A34/A423 Hinksey Hill interchange and the existing 50mph speed limit on the bypass north west of the A423/A4074 Heyford Hill roundabout. However, it was recommended - after considering the responses to the consultation - that proposals for introducing a 30mph speed limit on the linking roads should not be progressed but that a further consultation be carried out on revised speed limit proposals. The report presents responses received in the course of a statutory consultation to introduce revised speed limits on the roads linking the A423 Oxford Southern Bypass to Kennington and Oxford.

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

5. Proposed Extension of 20mph Speed Limit B4495 Windmill Road, Headington (Pages 7 - 18)

Forward Plan Ref: 2017/098

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

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

The request for the extension of the 20mph speed limit on the B4495 Windmill Road southward to include its full length was made in the course of the wider consultations on the Access to Headington. On 9 June 2016 the Cabinet Member for Environment resolved that officers carry out a formal consultation on this proposal. The report presents responses received in the course of a statutory consultation for that extension.

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

6. Proposed Additional Car Club Bays, Oxford (Pages 19 - 28)

Forward Plan Ref: 2017/095

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

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

As part of the joint Oxfordshire County Council/Oxford City Council 'Go Ultra Low Oxford' project (a government funded project to trial electric car charging technologies on street) a number of existing Car Club bays are being converted to be used for electric vehicles. To compensate for this it has been agreed as part of the project to provide alternative Car Club bays for the displaced petrol/diesel vehicles. Following the reporting of proposals to the Cabinet Member Decisions meetings on 3 April and 25 May 2017, proposals for a further four bays have been put forward, in part in response to objections received in respect of previous proposals. The location of these new and alternative bays have been identified in various streets in Oxford and the report presents objections and other comments received in the course of a statutory consultation for their introduction.

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

7. Proposed Waiting Restrictions - Brashfield Road and Granville Way, Bicester (Pages 29 - 36)

Forward Plan Ref: 2017/084

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

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

Concerns over the obstruction of traffic and road safety as a result of on-street waiting at a number of locations within the town have been raised by local members and at the Bicester Traffic Advisory Committee and in response officers

identified - in consultation with local members – proposals for waiting restrictions. Following consideration of the responses to a formal consultation held in autumn 2016, amendments were made to some of the proposals after a joint review by officers and members, and a further consultation on all the proposed restrictions as shown was carried out in March and April 2017 and reported to the Cabinet Member for Environment decisions meeting on 25 May. In considering the responses to the consultation on proposals for Granville Way, revised proposals were identified and taken to a further consultation, as were proposals for Brashfield Road, where an inadvertent omission in the previous consultation had been identified.

The report presents objections and other comments received in the course of the statutory consultation on proposals to introduce new waiting restrictions on Brashfield Road and Granville Way, Bicester.

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

8. Proposed Waiting Restrictions - King James Way, Henley (Pages 37 - 42)

Forward Plan Ref: 2017/090

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

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

Due to development on the east side of King James Way, Henley, waiting restrictions have been proposed. Full costs of the scheme, if approved, will be met by the developers and the report presents responses received in the course of a statutory consultation for the introduction of waiting restrictions on King James Way at Henley.

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

9. Proposed Waiting Restrictions - A4130 High Street and B481 Watlington Road Nettlebed (Pages 43 - 48)

Forward Plan Ref: 2017/052

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE9**).

Nettlebed Parish Council have requested introduction of waiting restrictions on the A4130 High Street and B481 Watlington Road at Nettlebed undertaking to meet the full costs of the scheme should it be approved. The report presents responses received in the course of a statutory consultation for their introduction.

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

10. Proposed Extension of 50mph Speed Limit and Prohibition of U-Turns at New Signalled Junction - A4075 Sandford-on-Thames Bypass (Pages 49 - 54)

Forward Plan Ref: 2017/097

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director of Infrastructure Delivery (**CMDE10**).

Due to development on the east side of the A4074 Sandford-on-Thames bypass, it is proposed to extend the 50mph speed limit to include a new signalled junction. It is also proposed to prohibit the making of U turns on both the A4074 approaches to this junction. If approved, the full costs of the scheme would be met by the developers. The report presents responses received in the course of a statutory consultation for the introduction of the proposals.

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

11. Proposed 20mph Speed Limit - Kidmore End (Pages 55 - 66)

Forward Plan Ref: 2017/071

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE11**).

Kidmore End Parish Council have requested introduction of a 20mph speed limit on roads in the village, if approved, have undertaken to meet the full costs of the scheme. The report presents responses received in the course of a statutory consultation for the introduction of a 20mph speed limit within the village of Kidmore End.

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

12. Proposed Zebra Crossing and Amended Waiting Restrictions, The Broadway, Didcot (Pages 67 - 74)

Forward Plan Ref: 2017/068

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE12**).

The above measures are proposed in conjunction with the redevelopment of the adjacent Orchard Centre and the associated closure of High Street to the north of The Broadway. The report presents responses received in the course of a statutory consultation to provide a new zebra crossing and amended waiting restrictions at The Broadway, Didcot, in the vicinity of its junction with High Street.

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

13. Proposed Zebra Crossing and Traffic Calming Measures - B4017 Abingdon Road, Drayton (Pages 75 - 80)

Forward Plan Ref: 2017/088

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE13**).

These measures are proposed in conjunction with a new residential development on the east side of the B4017 Abingdon Road at Drayton. The report presents responses received in the course of a statutory consultation to provide a new zebra crossing and traffic calming measures on the B4017 Abingdon Road at Drayton.

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

14. Proposed 40mph Speed Limit - Sutton Courtenay Road/Milton Road (Pages 81 - 88)

Forward Plan Ref: 2017/065

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE14**).

The report presents responses received in the course of a statutory consultation on a proposal to introduce a 40mph speed limit on the Sutton Courtenay Road and Milton Road linking Sutton Courtenay and Didcot.

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

15. Proposed Revised Speed Limits and Traffic Calming Measures - Grove Road and Adjacent Roads, Harwell (Pages 89 - 98)

Forward Plan Ref: 2016/137

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE15**).

In conjunction with a major new residential development to the north of Grove Road at Harwell the following measures are proposed:

- a new 40mph speed limit on Grove Road at Harwell between its junction with the A4130 and a new junction giving access to residential development on the north side of Grove Road;
- a new 20mph speed limit eastwards from the 40mph speed limit to meet the B4493 - with the 20mph speed limit also including the other residential roads to the west of the B4493 in the vicinity of the new development (replacing the current 30mph speed limit on these roads) and provide revised traffic calming measures on Grove Road in the vicinity of the new access.

The report presents responses received in the course of a statutory consultation for their introduction.

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

16. Proposed Relocation of Road Hump - Spareacre Lane, Eynsham
(Pages 99 - 104)

Forward Plan Ref: 2017/028

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE16**).

A modification to the traffic calming measures in Spareacre Lane - originally constructed in 1993 - has been proposed by developers as part of works to create a new access for a residential development on the north side of Spareacre Lane. The report presents responses received in the course of a statutory consultation to remove an existing road hump at the eastern end of Spareacre Lane and to construct a new road hump to the same specification approximately 15 metres to the west.

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

17. Proposed Puffin Crossing Thorney Leys, Witney (Pages 105 - 112)

Forward Plan Ref: 2017/092

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE17**).

Following development on the east side of the A4095 Curbridge Road, Witney, it is proposed to install a puffin crossing (a signalled crossing for pedestrians) on Thorney Leys just to the east of its roundabout junction with the A4095 Curbridge Road. If approved, the full costs of the scheme will be met by the developers. The report presents responses received in the course of a statutory consultation for its introduction.

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

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Division(s): Berinsfield and Garsington; Isis; Kennington and Radley

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED SPEED LIMIT REDUCTIONS ON LINK ROADS TO A423 OXFORD SOUTHERN BYPASS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to introduce revised speed limits on the roads linking the A423 Oxford Southern Bypass to Kennington and Oxford.

Background

2. Following a formal consultation on proposed speed limit changes on the A423 Oxford Southern bypass and roads linking the bypass to Kennington and Oxford, the Cabinet Member for Environment on 29 June 2017 approved introduction of a 50mph speed limit on the bypass between the A34/A423 Hinksey Hill interchange and the existing 50mph speed limit on the bypass north west of the A423/A4074 Heyford Hill roundabout. However, it was recommended - after considering the responses to the consultation - that proposals for introducing a 30mph speed limit on the linking roads should not be progressed but that a further consultation be carried out on revised speed limit proposals on these roads as shown at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 13 July and 11 August 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire & the Vale of White Horse District Councils, Oxford City Council, Kennington, South Hinksey, Sandford, Littlemore & Sunningwell Parish Councils, and local County Councillors.
4. Six responses were received. These are summarised at Annex 2. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police expressed no objection but did raise a query on the reasoning for the proposals. The Vale of the White Horse District Council similarly expressed no objection.

6. Kennington Parish Council while not expressing a formal objection suggested that a 30mph speed limit on these roads - as was consulted on and reported to the Cabinet Member for Environment decisions meeting on 29 June 2017 - would be less confusing.
7. Cyclox and Cycling UK, groups representing cyclists interests, formally objected to the proposals, requesting that a 30mph speed limit should be introduced on these roads, although noted that the current proposals would still have some benefit. It was also suggested that a 20mph speed limit is considered on the Old Abingdon Road between the Kennington Road and Bertie Place junctions. A similar objection was received from a member of the public, though this suggested that the proposed 40mph speed limit would be appropriate on the short length of the northern link road between the A423 and the Red Bridge Hollow junction and on the southern link road between the A423 and Kennington Road.
8. One expression of support for the proposals was received from a member of the public.

Review of responses

9. The response of Thames Valley Police is noted. The current proposals were drawn up following consideration of the police objection to the proposed introduction of a 30mph speed limit on these roads on the grounds that their character was not consistent with the Department for Transport (DfT) guidance on setting local speed limits. Officers considered alternative options taking account of the DfT guidance, as discussed below.
10. On the roads to the north of the A423 bypass, the options considered were either the introduction of a 40mph or 50mph speed limit; the former was considered more appropriate taking account of the character of the road and the presence of some accesses, including that for Red Bridge Hollow. The proposed 40mph speed limit will require signs not only at the terminal points, but also repeater signs along these roads, which should address the concerns raised by Kennington Parish Council on possible confusion for drivers. Indeed one advantage of the current proposal in this respect as compared to the previous proposal for a 30mph speed limit is that the latter would have resulted in there only being 30mph signs at the A423 junction, as national regulations on speed limit signing prohibit the use of 30mph repeater signs or carriageway roundels on roads - as here - with street lighting. There would therefore have been a potential risk that if drivers failed to see the 30mph signs on turning off the A423, they might mistakenly proceed on both the Old Abingdon Road and Kennington Road assuming the 50mph speed limit (which has been approved but yet to be implemented on the A423) still applied.
11. On the link road to the south of the A423, the only alternative option to extending the 30mph speed limit to the A423 junction (which was not supported by the police in the previous consultation) is to extend the 50mph speed limit on the bypass to meet the current 30mph speed limit, given that

the affected length of the link road is only 150 metres, and so is too short to have a separate speed limit.

12. The suggestion of CycloX/Cycling UK that a 20mph speed limit is considered on the Old Abingdon Road between the Kennington Road and Bertie Place junctions is noted, but is not considered to be consistent with DfT guidance on setting local speed limits.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the speed limit changes is available from the residual budget for the major improvement scheme at the A423 Kennington roundabout.

RECOMMENDATION

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

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection - On a point of consistency I am slightly confused that the speed limit on the roads north of A423 will be subject to a 40 mph whereas the slips road on the south side (a much shorter road) will be subject to a 50 limit.
(2) Kennington Parish Council	Neither – but noted the view that the proposed 40mph speed limit change may be confusing for drivers, and the council suggested that this is changed to 30mph.
(3) Vale of White Horse District Council	No objection.
(4) Cyclox & Cycling UK	<p><u>40mph Speed Limit on Kennington Road</u> – Object – This stretch of road is designated a "Cycle Super Route" in LTP 4. While works beyond the scope of this consultation are needed to achieve Super Route specification, lowering the speed limit to 30 mph would make the road environment more cycle friendly. Whilst the proposals as advertised MAY have some beneficial effect, Cyclox and Cycling UK object to what we see as 'interim' limits between speed regimes and call for 30 mph. It is a change that would be a best fit with LTP4 objectives. Indeed, looking at the accident data for this road between Kennington Road and Bertie Place, a 20 limit would be a change that would be a best fit with LTP4 objectives.</p> <p><u>40mph Speed Limit on Northern slip road</u> – Object – This stretch of road is designated a "Cycle Super Route" in LTP 4. Some of this road has a substandard cycle track, and some of this road has no on/off road cycle provision at all. While works beyond the scope of this consultation are needed to achieve Super Route specification, lowering the speed limit to 30 mph would make the road environment more cycle friendly. Whilst the proposals as advertised MAY have some beneficial effect, Cyclox and Cycling UK object to what we see as 'interim' limits between speed regimes and call for 30 mph. It is a change that would be a best fit with LTP4 objectives..</p> <p><u>50mph Speed Limit on Southern slip road</u> – Object – This stretch of road forms an important link between 2 "Cycle Super Routes" in LTP 4 (linking Kennington Road with the A 423 cycle track to Kennington and Heyford Hill roundabouts). While works beyond the scope of this consultation are needed to achieve Super Route specification,</p>

	<p>lowering the speed limit to 30 mph would make the road environment more cycle friendly, noting that the slip road slip road is used by cyclists to access the well used segregated cycle track by the A 423 (which is a good link to southern and eastern Oxford employment areas). This requires crossing the slip road at the top just as vehicles exit the A 423. There is no central refuge to use, and some vehicles exit the A 423 quite fast. With this in mind, a 50 mph limit is unacceptable. It would be more appropriate to extend the 30 limit all the way up to the top of the slip road (and move the "Kennington" village sign to the top of the slip road as a reinforcement). Whilst the proposals as advertised MAY have some beneficial effect, Cycloxx and Cycling UK object to what we see as 'interim' limits between speed regimes and call for 30 mph. It is a change that would be a best fit with LTP4 objectives..</p>
(5) Online response, (unknown)	<p><u>40mph Speed Limit on Kennington Road</u> – Object – I believe the proposed changes in speed limits are potentially confusing and the opportunity should be taken to simplify them. I believe the proposed 40mph section should be 30mph with the exception of the northern and southern slips (eg from A423 to before Red Bridge Hollow, and Kennington Road to A423). I would also like to see the priority changed or the installation of a mini-roundabout to improve the junction between Kennington Road and Old Abingdon Road with traffic travelling east on Old Abingdon Road giving way. At present Old Abingdon Way is used as a rat run for traffic from the A34 to the city centre south..</p> <p><u>40mph Speed Limit on Northern slip road</u> – Object – Should be 50mph reducing to 30 (see above).</p> <p><u>50mph Speed Limit on Southern slip road</u> - Support – <i>No comment.</i></p>
(6) Resident, (Headington, Oxford)	<p><u>40mph Speed Limit on Kennington Road</u> - Support – <i>No comment.</i></p> <p><u>40mph Speed Limit on Northern slip road</u> - Support – <i>No comment.</i></p> <p><u>50mph Speed Limit on Southern slip road</u> - Support – <i>No comment.</i></p>

Division(s): Headington and Quarry

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED EXTENSION OF 20MPH SPEED LIMIT B4495 WINDMILL ROAD OXFORD

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to extend a 20mph speed limit on the B4495 Windmill Road, Oxford, southwards to include the full length of the road to its junction with Old Road.

Background

2. The request for the extension of the 20mph speed limit on the B4495 Windmill Road southward to include its full length was made in the course of the wider consultations on the Access to Headington. At the Cabinet Member for Environment decisions meeting on 9 June 2016, it was resolved that officers carry out a formal consultation on this proposal. A plan showing the proposed extent of the 20mph speed limit is shown at Annex 1.

Consultation

3. Formal consultation was carried out between 13 July and 11 August 2017. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor.
4. Thirty four responses were received as summarised at Annex 2. Copies of the full responses are available for inspection in the Members' Resource Centre.
5. Responses comprised objections from Thames Valley Police and two members of the public with expressions of support from the local County Councillor, Oxford City Council, the Windmill Road Residents Action Group, Windmill Primary School and Cyclox (a cyclist action and support group within Oxford) and twenty six members of the public, primarily residents of Windmill Road and adjacent roads.
6. Thames Valley Police's objection was on the grounds that while average speeds were within the threshold of 24mph as recommended in the Department of Transport guidance on 20mph speed limits without supporting traffic calming measures, the speed surveys also showed that a significant

number of vehicles were travelling appreciably faster than this, and consequently it was unrealistic to expect good levels of compliance with the proposed 20mph limit. This could not only potentially lead to a more general disrespect of speed limits but also result in demands for police enforcement which cannot be accommodated within present resources.

7. Objections from members of the public were on the grounds that the proposal was unnecessary and could lead to driver frustration and increased delays, with one respondent suggesting that a shorter extension of the 20mph speed limit to its junction with Margaret Road, south of which the road widens, might be more acceptable.
8. Expressions of support primarily cited improved safety for all road users and in particular children, pedestrians and cyclists. However, several of these responses also stated the importance of enforcement of the lower speed limit should it be approved and that without this its benefits would be much reduced.

Response to Objections and Concerns

9. The concerns of Thames Valley Police on the likely high levels of abuse of the speed limit are noted and it is accepted that police resources for speed enforcement – including by the use of speed cameras – are already under severe pressure and that it would, therefore, be unrealistic to expect significant enforcement of the proposed 20mph speed limit.
10. The objections from the members of the public on the grounds of need are similarly noted. However, the accident record of the part of the road where the reduced limit is being proposed (one serious and seven slight accidents have been reported in the latest 5-year period available, to 31 July 2017) does point to there being valid safety concerns, even when allowing for the fact that the circumstances of some of these incidents were low speed collisions.
11. The significant number of responses in support of the proposal - notwithstanding that some of these were qualified by concerns over its benefits in the likely absence of any appreciable enforcement activity given the severe pressures on police resources – is noted and it would, therefore, appear that the proposal has significant local support, together with that of Cyclox, representing wider cyclist interests in the city.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

13. The costs of the 20mph speed limit would be met from the budget allocated to the Access to Headington project.

RECOMMENDATION

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

OWEN JENKINS

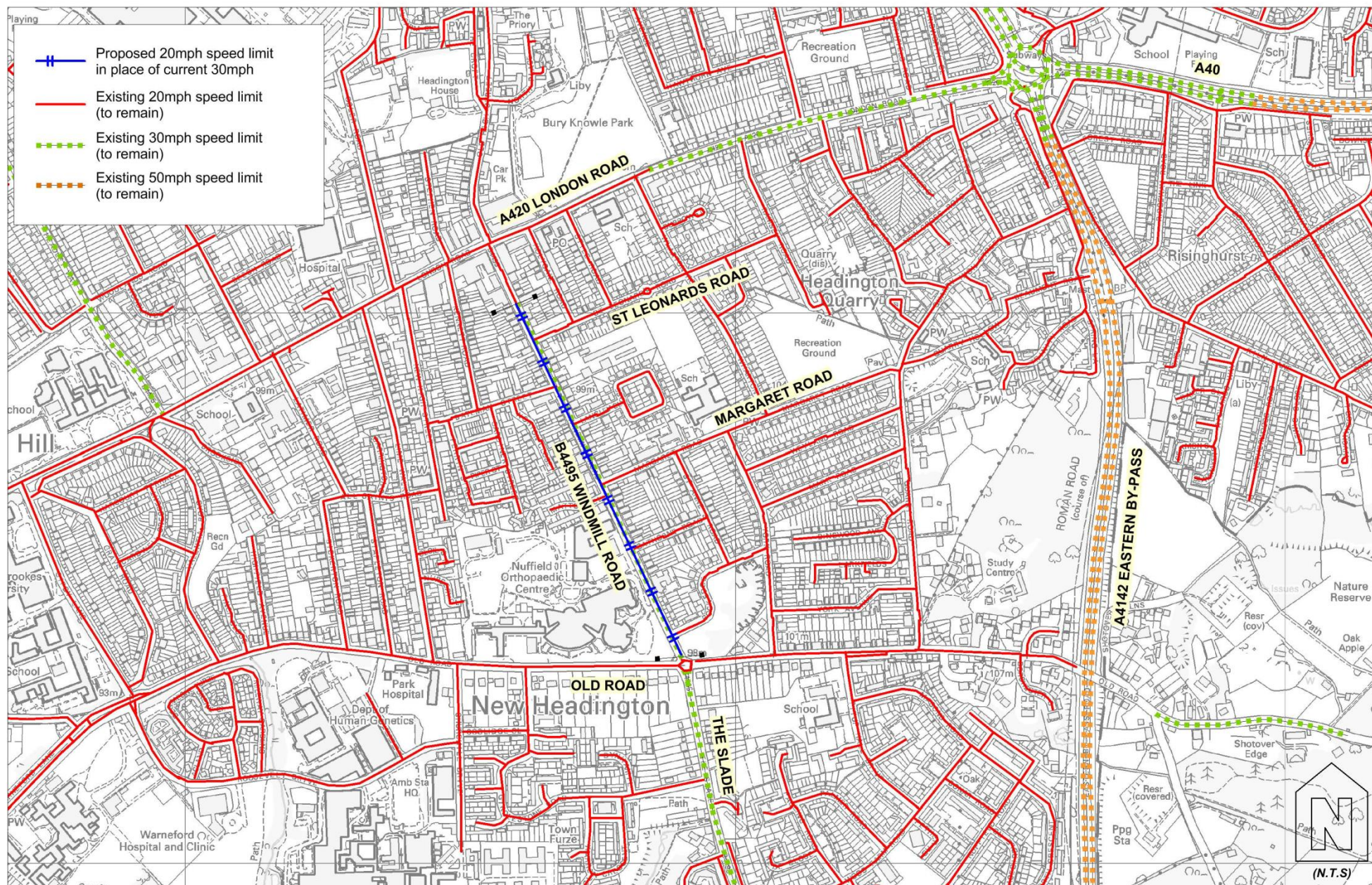
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



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Date drawn: 19/06/2017
 Drawn by: CJM

Map centre:
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RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>Object - We are already aware both locations are already subject to some police enforcement. Although the speed data provided for Windmill road shows mean speed around 21/23 mph, they also show considerable numbers of vehicles already exceeding 24mph . Making a signed only limit wholly unacceptable.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.</p>
(2) County Cllr for Headington & Quarry Division, City Cllrs for Headington Ward	<p>Support - We have discussed this issue with residents in the affected area on doorsteps, at street surgeries and at public meetings. There is broad support in the area for the introduction of a 20 MPH limit throughout the whole of Windmill Road to minimise risk of road accidents and facilitate better and safer amenity for residents. We know that Windmill Road Residents' Action Group and the governors at Windmill Primary School support this proposal.</p> <p>A significant number of those residents favouring the 20 MPH limit have indicated to us that they would also like to see more robust speed limit enforcement. We are discussing these concerns with the Thames Valley Police Neighbourhood Team who have offered to make available speed indication devices for community speed watch operations. Various police speeding operations have taken place in the area over the recent past and a number of speeding tickets were issued.</p> <p>We support the proposal to introduce a 20 MPH limit along the whole length of Windmill Road.</p>
(3) Oxford City Council Planning	<p>Support - The City Council recognise that this proposal flows from earlier transport work around the 'Access to Headington' project, and as such would fully support this proposal, which would encourage lower vehicle speeds in the area with benefits for both highway, pedestrian and cycle safety.</p>

	Finally whilst the City Council are fully supportive of these lower speed limits and the benefits that it would bring to the areas concerned their active enforcement within the City should be made a priority.
(4) Cyclox	Support - the extension of 20mph for the whole length of Windmill Road, though Cyclox's position is that we wish to see 20mph across the city.
(5) Windmill Primary School, (Margaret Road, Headington)	Support - we support the introduction of a 20mph speed limit and urge the Council to implement the proposal to make Windmill Road a 20mph zone.
(6) Windmill Road Residents' Action Group)	Support - WRRAG believe that the time is now right as part of the Access to Headington highways works to introduce a 20mph limit along the entirety of Windmill Road
(7) Online response, (unknown)	Object - An unnecessary amendment overall. 30mph has served very well for many years and I am aware of no incidents which might suggest that a reduction is an essential requirement. If anxiety levels need assuaging, perhaps an extension of the 20mph limit from London Road up to its junction with Margaret Road, where the road widens. Past this point it is likely to anger and frustrate drivers who will see no purpose in an enforced crawl along what will be a generous carriageway. It is worth noting that Windmill Road is always light on traffic outside rush hours, when it is too busy to achieve speeds even of 20mph. 20mph is also an inefficient speed for Internal combustion engines and will contribute significantly to pollution.
(8) Local Resident, (St Annes Road, Headington)	<p>Object - We believe that the traffic on Windmill Road is not too bad except during short peak hours. We think that slowing the traffic to 20 all the way down Windmill will ultimately increase the congestion, leaving more cars on the road for a longer period of time. We would like to point out that the controlled crossing light just north of Margaret Road is very efficient and gives pedestrians an effective way to safely cross.</p> <p>We drive and walk Windmill Road several times a day and except for weaving around parked cars north of Margaret Road, we find the traffic level and speed to be perfectly acceptable.</p> <p>Contrary to what the vocal minority says, we are happy with the current speed limit on Windmill Road.</p>

(9) Local Resident, (Windmill Road, Headington)	Support - This 20mph speed limit must be enforced as many people travel up the road at greater than 30mph currently. Windmill Rd traffic has increased significantly over the past 10years and having had one accident reversing out of my drive any traffic management proposal to reduce speed and keep it safer is warmly welcome.
(10) Online response, (unknown)	Support – <i>No comment.</i>
(11) Local Resident, (Langley Close, Headington)	Support - As a resident of a side street off Windmill Rd (Langley Close) I strongly support the proposed speed restriction. I have been worried for years that vehicles may easily mount the narrower stretches of pavement in Windmill; indeed I have seen them do it. Restricting speed should reduce this danger. I also welcome the removal of some parking spaces in Windmill Road, especially opposite the entrance to Langley Close, but it will be important for the neighbourhood parking scheme to be actively enforced. I fear some vehicles unable to park on Windmill Road may poach residents only parking spaces in adjacent streets.
(12) Local Resident, (Gathorne Road, Headington)	<p>Support - I support the introduction of the 20mph speed limit, indeed I was the speaker who asked for it at the Access 2 Headington meeting last year when A2H was signed off and am very grateful that the Council is now consulting on it. Because of the removal of on street parking at the narrowest section of the road, where the carriageway and narrow pavements (and yes, I understand the need to improve flow), this change removes any protection for pedestrians, especially parents with prams and young children unaware of the dangers moving vehicle present, one of whom caused a two car accident Spring 2016, one of the drivers ending up in hospital. The pavements in this section are about a door's width wide and wholly inadequate for the pedestrian traffic especially for people passing with prams and young children in opposite directions. The combination of narrow pavements and a narrow carriageway leaves no margin for error on the part of any road user unlike the southern section of Windmill Road and this is why I am advocating a 20mph speed limit. As an example a couple of days ago, I was returning to Gathorne Road from shopping at Waitrose and walking along the East side narrow section between Langley Close and Margaret Road when a bus passed by me from behind at 30mph, it's nearside wheels right next to the kerb, it's wing mirror flying past my shoulder. If I have been a foot over to the right and the driver hadn't spotted me, I could easily have been hit.</p> <p>I also fully support the submission of Windmill Primary School on this matter.</p>

(13) Local Resident, (St. Anne's Road, Headington)	Support - Windmill Road is a busy road with two schools and a nursery nearby. There are many mums with buggies and pre-school children as well as school age youngsters. 20mph is plenty given that vehicles may need to stop urgently. When parking is reduced on the road under Access to Headington, the clear road may well encourage motorists to speed up. Instead they should slow down. It makes sense for the whole area to have a 20mph speed limit. Bits here and there are very confusing for drivers who are also controlling a vehicle and looking out for other vehicles, cyclists, pedestrians etc.
(14) Local Resident, (St. Anne's Road, Headington)	Support – <i>No comment.</i>
(15) Local Resident, (Old Road, Headington)	Support - Improves pedestrian and cyclist safety.
(16) Local Resident, (Windmill Road, Headington)	Support - We support reducing the speed limit to 20 mph, especially as residents car parking between Mattock Close and Bateman Street will be removed when A2H goes ahead. With no car parking there will obviously be a tendency to speed, currently the parked cars act as a sort of chicane, slowing down the traffic. And it would be helpful if a flashing sign to indicate the speed is 20 mph was also installed somewhere along the road to remind drivers of the lower speed limit.
(17) Local Resident, (Windmill Road, Headington)	<p>Support - My support for this reduction in speed limit is only given if the speed restrictions are actually enforced; otherwise I see no point in this expenditure. I have not seen any Police mobile speed cameras or other enforcement activity on Windmill Road and the surrounding areas for at least 3 years now; and there are no fixed speed cameras here.</p> <p>If we are paying for yet more signage, it should necessarily be supported by enforcement measures or the traffic speeds will rise anyway, particularly as a result of the parking bays and other obstacles to increasing traffic speeds on Windmill Road being removed.</p>
(18) Local Resident, (St Annes Road, Headington)	Support - My daughter goes to school near here and we live near here and it would greatly improve safety of pedestrians to have this, particularly children going to and from school and because the pavements are so narrow

	along Woodstock Road.
(19) Local Resident, (Windmill Road, Headington)	Support - As a resident on Windmill Road I have concerns that once street parking has been removed, motorists will see a clear run and speed. There is already exists an issue with buses and HGVs thundering up and down the road, shaking the house and causing cracks in the plaster. An enforced reduction to 20mph would do well to alleviate this. With no crossing provision between Margaret Road and London Road it will also improve safety for pedestrians crossing the road.
(20) Local Resident, (Gathorne Road, Headington)	<p>Support - One of the justifications for the Access to Headington scheme was that it would encourage journeys by means other than by car. Unfortunately, most of the changes in the scheme have the opposite effect by increasing the road speeds for vehicles particularly outside the peak hours. As it stands, by removing some of the parking bays will result in increased speeds of cars - as seen in Iffley Road when similar measures were taken - Councils's own figures show this. Also the scheme does not provide any additional safety features for those cyclists to turn right into NOC or Mattlock Close. Since, turning right is a particularly dangerous for cyclists, reducing the speed limit to 20mph will reduce the severity of any accident should one occur. In addition, many children cross Windmill Road to get to Windmill Primary School, so again reducing the speed limit to 20mph speed limit would limit the severity of any accident should one occur.</p> <p>Reducing the speed limit to 20mph would have little effect on the alleged reduction in journey times for cars and buses that for the basis for the justification of the A2H scheme, as in peak hours, the speeds are much lower than this, with congestion at the traffic lights at both ends of Windmill Road.</p>
(21) Local Resident, (Nuffield Road, Headington)	Support - In full support of speed reduction. I use this route very frequently, and it has never made sense to me that part of it was 30mph.
(22) Local Resident, (Watington Road, Headington)	Support – <i>No comment.</i>

(23) Local Resident, (Woodstock Road, Headington)	Support - <i>No comment.</i>
(24) Local Resident, (Windmill Road, Headington)	Support - Excellent idea - long overdue for a busy and largely residential road used by lots of cyclists and pedestrians, including children on their way to school. Would be good to also see it enforced.
(25) Local Resident, (Windmill Road, Headington)	Support - <i>No comment.</i>
(26) Local Resident, (Gathorne Road, Headington)	Support - <i>No comment.</i>
(27) Local Resident, (Windmill Road, Headington)	Support - As a family living on Windmill Road, it is obvious to us that there are problems with speeding at non peak times. Motorcycles are a particular issue. Apart from noise, the issue of safety (given the nearby school etc.) is paramount. A reduction to 20mph for Windmill Road is a sensible move which we fully support.
(28) Local Resident, (Windmill Road, Headington)	Support - <i>No comment.</i>
(29) Local Resident, (Windmill Road, Headington)	Support - In principle I support the 20mph Speed Limit along all of Windmill Road but I would like to see it enforced. The current 20/30 limit on the road isn't enforced and so a number of drivers speed along the road during most times of the day but particularly at night. I also see a number of drivers speed on Old Road and London Road, where the 20mph has been in place for a while. If there is no enforcement or penalty for speeding along these roads then there is no point in changing the speed limit.
(30) Local Resident, (Gathorne Road, Headington)	Support - <i>No comment.</i>

CMDE5

(31) Local Resident, (Windmill Road, Headington)	Support - but also hope that the limit will be enforced by fixed and mobile cameras (I understand that other fixed traffic calming measures would be inappropriate given that Windmill is frequently used by the emergency services). The current speed limit of 30 mph is clearly frequently breached (particularly at night, where I estimate it is breached by a considerable margin), and this is a road along which many families with young children travel on foot or by bicycle to school. I consider that the new limit will have numerous benefits, including; reduction of atmospheric pollutants; reduction of noise pollution; reduction of congestion at controlled intersections; improved flow of traffic during busy periods; enhanced safety for pedestrians and cyclists; easier access to driveways for residents of Windmill Road; will reduce the risk of collisions particularly around the main entrance to the Nuffield Orthopaedic Centre (which has been a hot-spot since we have been resident on Windmill Road and most probably before).
(32) Local Resident, (Langley Close, Headington)	Support - use Windmill Road every day. People drive there much too fast, and it is too narrow for the speeds used. Cars often mount the pavement to get round parked traffic, too.
(33) Online response, (unknown)	Support – <i>No comment.</i>
(34) Local Resident, (Windmill Road, Headington)	Support - Having lived here for nearly forty years I have seen the decline of the area. Everything has to change in time but, safe road has now turned into a race track, pedestrians are at risk and I am only surprised that no-one has actually been hit by a lorry or a car – crossing at any point is a real problem for everyone. Safety should be the prime concern, please make our lives a little less fought and ensure that any speed limit is enforced.

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Division(s): Jericho and Osney, St Margaret's, University Parks
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CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED ADDITIONAL CAR CLUB BAYS, OXFORD

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and other comments received in the course of a statutory consultation to introduce additional car club bays in Oxford.

Background

2. As part of the joint Oxfordshire County Council/Oxford City Council 'Go Ultra Low Oxford' project (a government funded project to trial electric car charging technologies on street) a number of existing Car Club bays are being converted to be used for electric vehicles. To compensate for this it has been agreed as part of the project to provide alternative Car Club bays for the displaced petrol/diesel vehicles. Following the reporting of proposals to the Cabinet Member Decisions meetings on 3 April and 25 May 2017, proposals for a further four bays have been put forward, in part in response to objections received in respect of previous proposals.
3. The location of these new and alternative bays have been identified in various streets in Oxford as shown at Annexes 1 to 4.

Consultation

4. Formal consultation on the above proposals was carried out between 13 July and 11 August 2017. A public notice was placed in the Oxford Times, and on site in the immediate vicinity of the each of the proposals. Emails were also sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service and the relevant local County & City Councillors. Letters were sent to nearby properties. In total, seven responses were received during the course of the consultations and these are summarised at Annex 5.
5. Thames Valley Police expressed no objection to the proposal with expressions of support received in respect of the proposals for Bevington Road and Leckford Road from an Oxford City Councillor for North Ward and for all the proposals from two members of the public (though not residents adjacent to any of the proposals).

6. Three objections were received. One from the South Jericho Residents' Association in respect of the proposal for Worcester Place and two from members of the public in respect of the proposals for Bevington Road and Leckford Road. The objections primarily relate to the loss of parking for residents and nearby businesses. In the case of Worcester Place a particular concern was that residents in recent years had suffered significant disruption due to a major building project. Additionally, concerns were raised in respect of the proposed electric charging point in Leckford Road on the grounds of its perceived utility, appearance and the risk of vandalism.

Response to objections and concerns

7. Although the concerns of the South Jericho Residents' Association are noted, amendments to the parking provision in Worcester Place – which are due to be implemented in the near future following the completion of the building project – include the removal of disabled persons parking places for three vehicles (which are no longer needed following the closure of a surgery some years ago). The proposed car club bay would occupy one of these spaces, with the remainder being allocated for residents only parking. While it is acknowledged that the building works were disruptive, it is considered that the proposed location of this bay is appropriate taking account of these circumstances and also the significant constraints in other roads in the area.
8. In respect of the objections in relation to the proposals for Bevington Road and Leckford Road, the proposals have a limited effect on the wider parking provision in the area and are similarly considered appropriate taking account of these circumstances and the significant constraints in other roads in the area.
9. The wider concerns raised in respect of the proposal for Leckford Road on on-street charging points are noted but not considered material to this consultation.
10. LTP4 states that the County Council will “work with local research and development partners to scope, design, test, and implement a family of vehicle hire and ride sharing technologies focused on bike hire, car share, car clubs and other on-demand vehicle services” (paragraph 122; Volume 1: Policy & Overall Strategy) and there is therefore a presumption in favour of providing Car Club bays.

How the Project supports LTP4 Objectives

11. The proposals would help support the transition to a low carbon future.

Financial and Staff Implications (including Revenue)

12. Funding for the consultation and implementation of the bays has been made available through the Government's Office for Low Emissions Vehicles

RECOMMENDATION

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

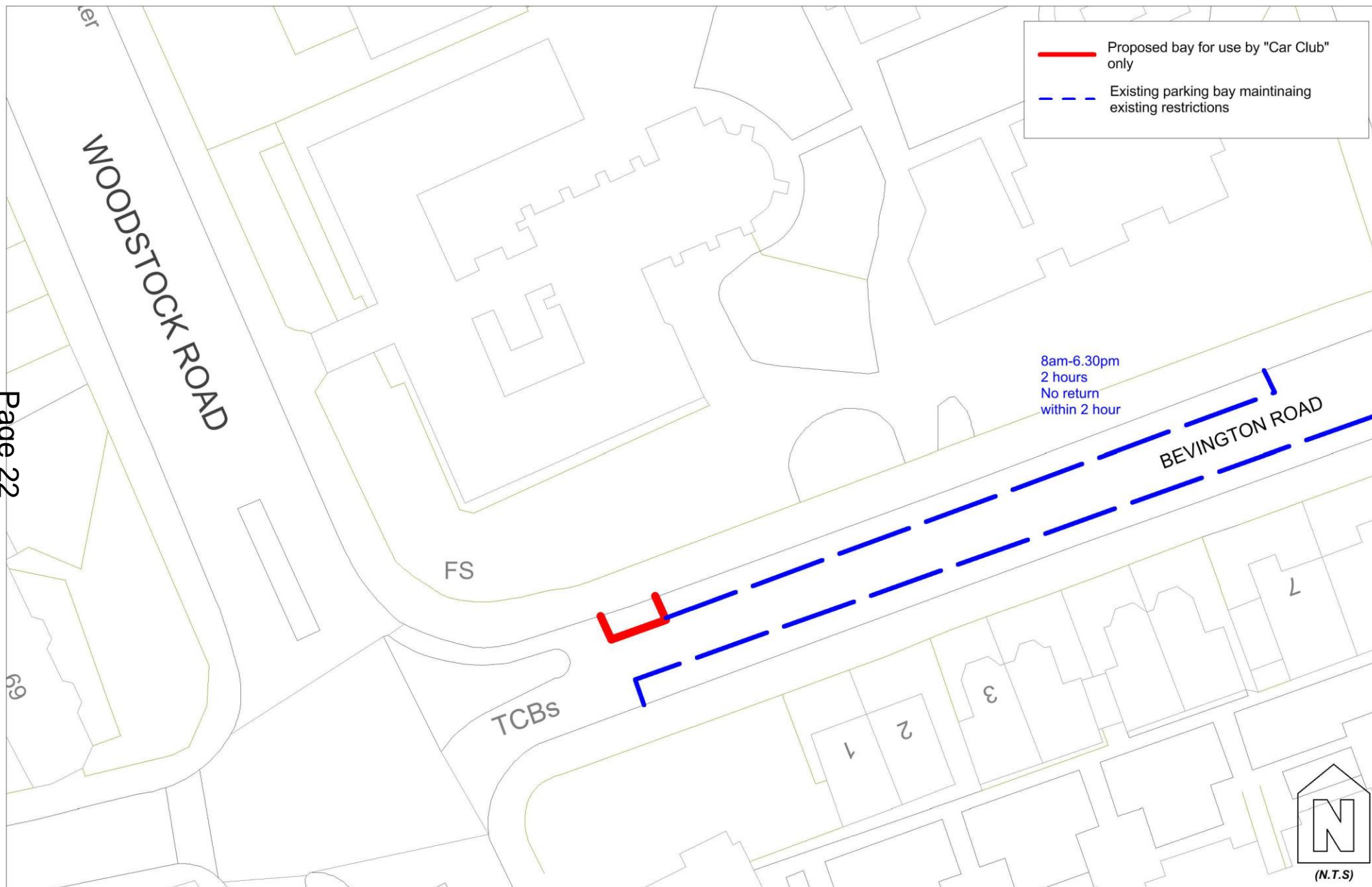
OWEN JENKINS

Director for Infrastructure Delivery

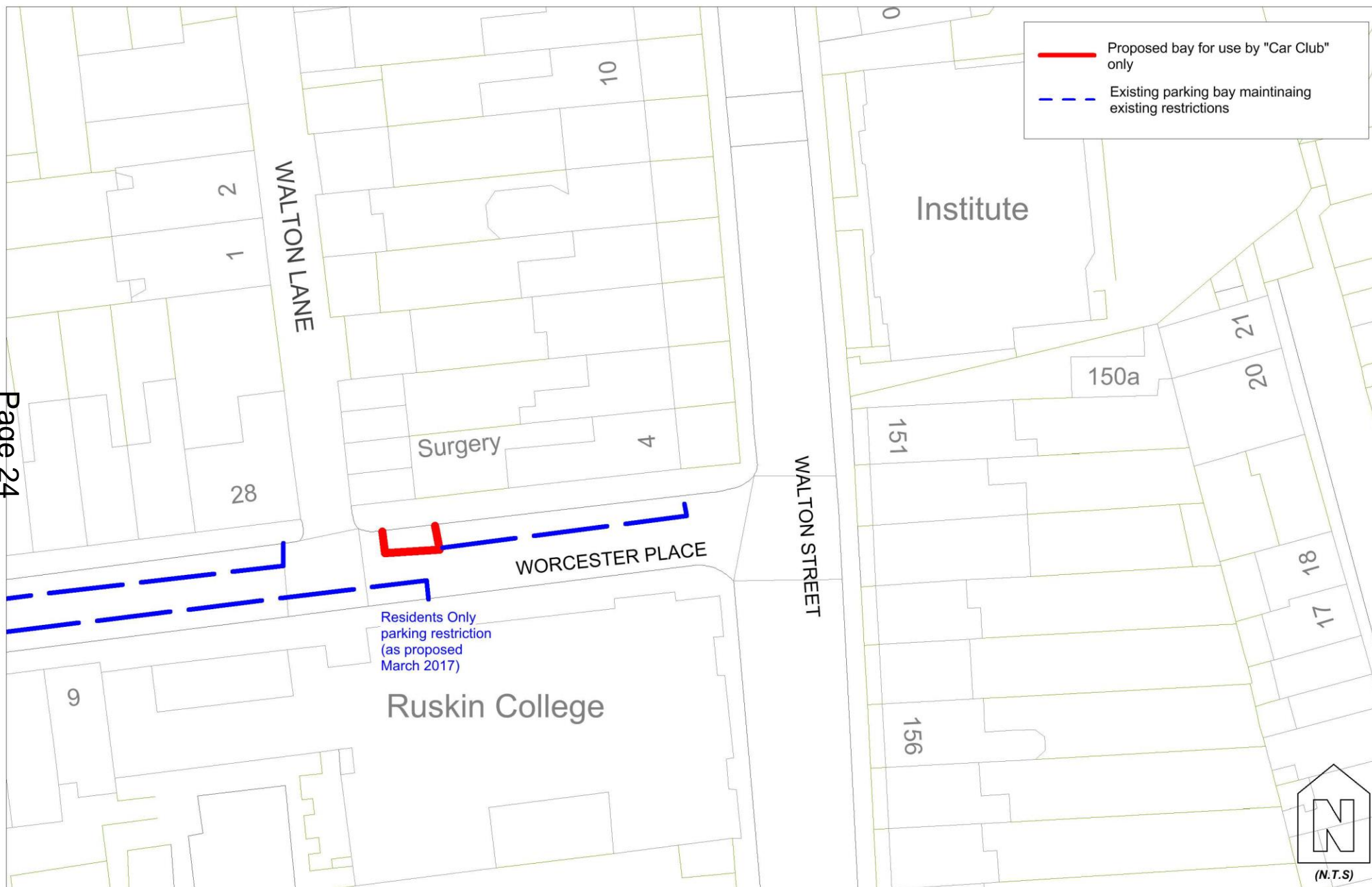
Background papers: Consultation responses

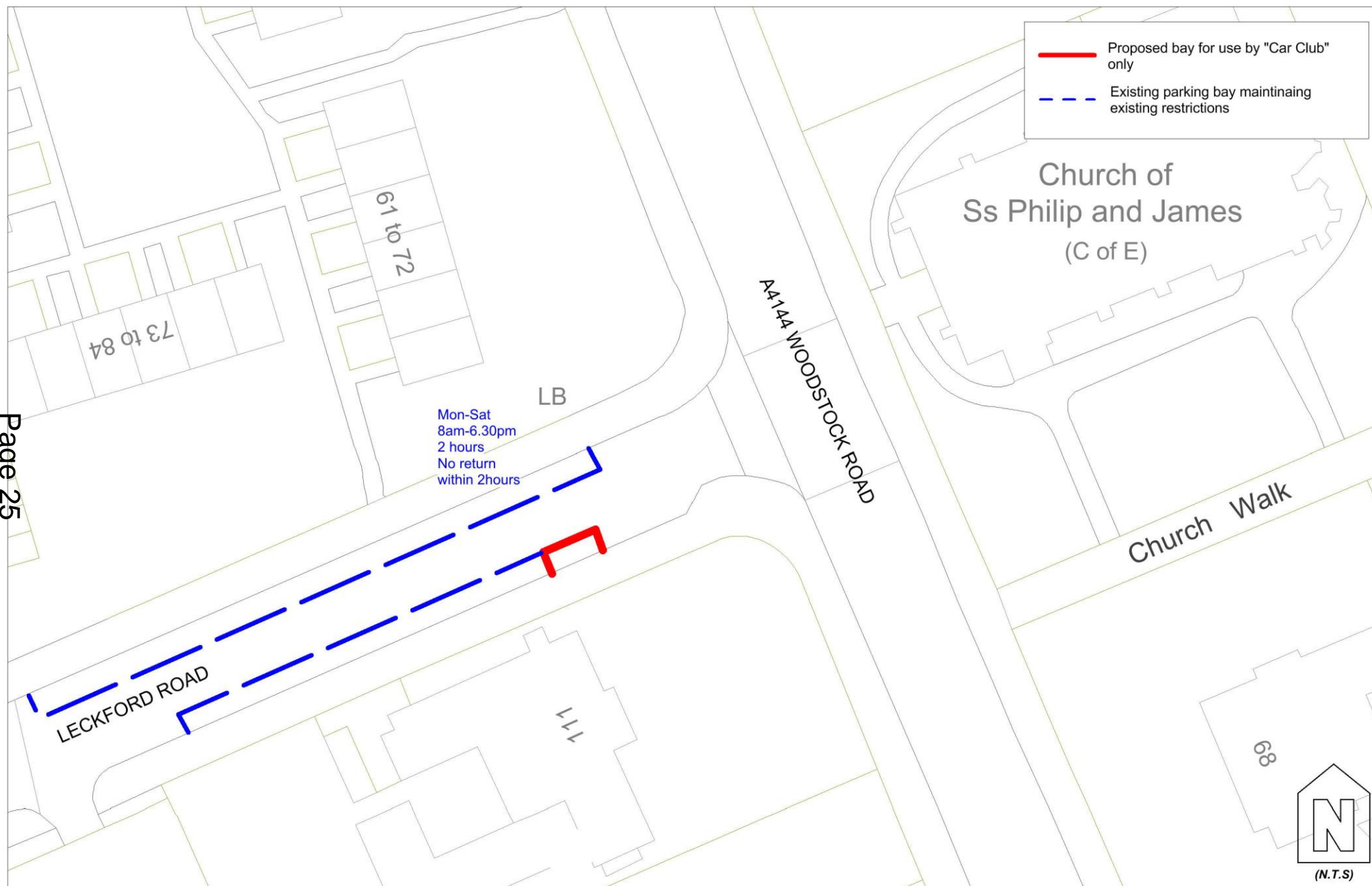
Contact Officers: Anthony Kirkwood 07392 318871

September 2017









RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection.
(2) Oxford City Councillor for North Ward	Support - I would like to say that I strongly support the designation of the two spaces indicated in my ward (North Ward) for electric vehicle parking bays. Both Bevington Road and Leckford Road have a high ratio of parking spaces to residents meaning that competition for parking spaces is low. Therefore the adoption of one space in each for electric vehicles should not be a problem.
(3) South Jericho Residents' Association	Object - dismayed to see that you propose to designate one Residents' parking space for electric or car club cars. Please bear in mind that for the past four years, since April 2014, we have been required to manage with the loss of 14 parking spaces, because of Exeter College's construction at the corner of Walton Street and Worcester Place, the Cohen Quadrangle. We understand that the spaces for us to park in are about to be re-instated. Please, therefore, put this designated space reserved for car club cars and electric cars into a different street nearby, which has not been so hard pressed in recent years.
(4) Local Resident, (Stapleton Road, Headington)	Support - Providing EV parking pays for the Car Club brings multiple benefits. This will help to increase the number of non-polluting journeys in Oxford in the short term but will also provide users with an opportunity to 'trial' EVs so encouraging uptake by Oxford based car owners as well as Car Club members in the future.
(5) Local Resident, (Burrows Close, Headington)	Support - Car club cars are predominately used for short journeys - adding more car club cars, especially electric cars, can only help improve city air.
(6) Local Resident, (Leckford Road, Headington)	Object: (1) Leckford Road: The space is currently used as a two hour visitor space. These spaces are important to local businesses nearby, and I would be opposed to siting a car club space in Leckford Road. Also does not consider this an appropriate site for an electric charging point, noting the length of time required to fully charge a vehicle and related technical issues, and also on the grounds of street clutter and risk of vandalism, and considers siting of electric charging points would be much better within for example the park and ride car parks. (2) Bevington Road: I am not in favour of making car club spaces available on this road. There is very little chance for a casual user to park in this road, especially given the abuse of the 2 hour parking places by some users.space.
(7) Email Response, (unknown)	Object - The implementation of the proposals will lead to a loss of a number of short term (2hour) parking spaces which are extremely useful for people visiting local businesses and restaurants. Parking in the Walton Street area is at a premium and illegal parking, obstructing footways and on double yellow lines is not infrequent in a number of

	locations, and this is not being dealt with. Also raises queries about the detailed use of the bay in respect of electric and car club vehicles.
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Division(s): Bicester Town, Bicester North, Bicester West, Otmoor
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CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED WAITING RESTRICTIONS, BRASHFIELD ROAD AND GRANVILLE WAY, BICESTER

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and other comments received in the course of the statutory consultation on proposals to introduce new waiting restrictions on Brashfield Road and Granville Way, Bicester.

Background

2. Concerns over the obstruction of traffic and road safety as a result of on-street waiting at a number of locations within the town have been raised by local members and at the Bicester Traffic Advisory Committee, and in response officers identified - in consultation with local members – proposals for waiting restrictions. Following consideration of the responses to a formal consultation held in autumn 2016, amendments were made to some of the proposals after a joint review by officers and members, and a further consultation on all the proposed restrictions as shown in was carried out in March and April 2017 and reported to the Cabinet Member for Environment decisions meeting on 25 May.
3. In considering the responses to the consultation on proposals for Granville Way, revised proposals were identified and taken to a further consultation, as were proposals for Brashfield Road, where an inadvertent omission in the previous consultation had been identified. The proposals are shown in Annexes 1 and 2.

Consultation

4. The formal consultation on the above carried out between 20 July and 11 August 2017. A public notice was placed in the Bicester Advertiser, and notices placed on site in the immediate vicinity of the proposals. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Town & District Councils and the relevant local County Councillors, and letters sent to nearby properties.
5. **Annex 3** provides details of the objections received; copies of the full responses received are available for inspection in the Members Resource Centre.

6. Thames Valley Police expressed no objection to either proposal, and no objections were received from any respondent in respect of the proposals for Granville Way.
7. Fourteen responses were received from members of the public in respect of the proposal for Brashfield Road, comprising nine objections and five expressions of support. The objections were primarily on the grounds that the proposal would transfer the commuter parking problem to other parts of Brashfield Road and adjacent roads, and requested a more comprehensive approach to addressing the parking problems in this part of Bicester; some respondents expressed the view that a residents parking scheme was needed. Several of the responses expressing support for the proposal nevertheless cited similar concerns that a more comprehensive approach is needed to satisfactorily address commuter parking in residential roads.

Response to objections and concerns

8. Very careful consideration has been given to balancing the competing interests of residents so affected and others who are adversely affected by the current levels of parking by non-residents, including commuters. In view of the above it is considered – also taking account of the very considerable input by local members into this review – that the proposals are appropriate and proportionate. Should the proposals be approved, monitoring will be carried out to assess their impact – including whether parking problems have been moved to other locations - and the need for any modifications or additional measures.
9. In respect of the requests for a residents parking scheme, the county council's long-standing position with regard to further residents parking schemes is that these will not be considered prior to the introduction of Civil Parking Enforcement (i.e. enforcement by local authority rather than Police); there is currently no agreement between county council and Cherwell District Council on the timetable for this to happen in Cherwell

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

11. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATION

12. **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

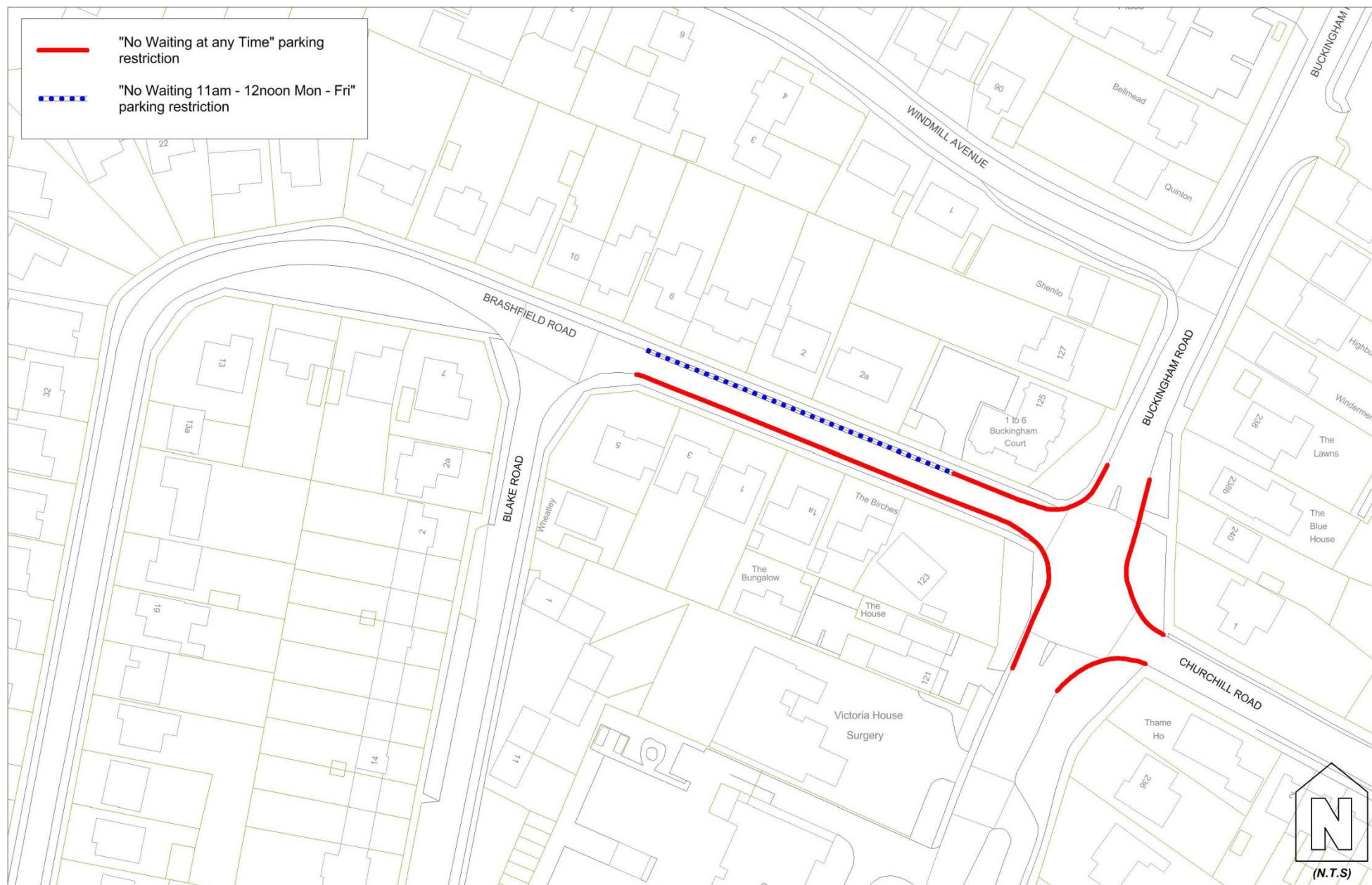
Background papers: Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017

BRASHFIELD ROAD - PROPOSED PARKING RESTRICTIONS

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

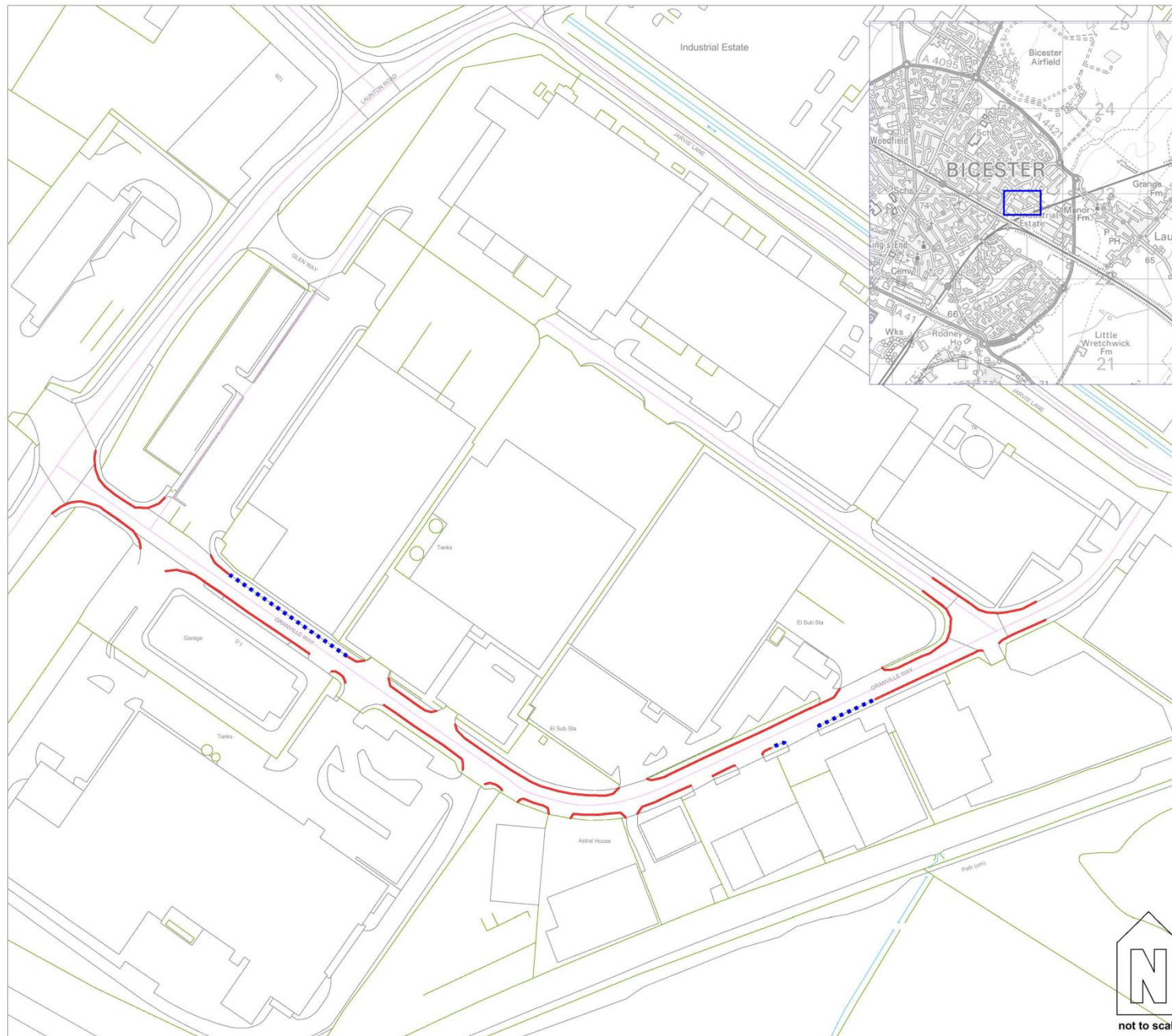


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Date drawn: 09/03/2017
 Drawn by: CJM

Map centre:
 easting. 458513, northing. 223658



Drawing No.	Revision	8												
<p>Proposed "No Waiting at Any Time" waiting restriction (double-yellow lines)</p> <p>Proposed Parking for Cars and Light Vans only (excluding HGV's)</p> <p>Site Location</p>														
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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Chris McCarthy (Interim Director) Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: (0345 310 1111)</p>														
<p>TRAFFIC REGULATION ORDER RE-CONSULTATION DRAWING</p>														
<p>GRANVILLE WAY, BICESTER PROPOSED PARKING RESTRICTIONS</p>														
<p>Drawing Status</p> <table border="1"> <tr> <td>Drawn by:</td> <td>Checked by:</td> <td>Approved by:</td> </tr> <tr> <td>CJM</td> <td>ADK</td> <td></td> </tr> <tr> <td>Date drawn:</td> <td>Date checked:</td> <td>Date approved:</td> </tr> <tr> <td>05/06/2017</td> <td>05/06/2017</td> <td></td> </tr> </table>			Drawn by:	Checked by:	Approved by:	CJM	ADK		Date drawn:	Date checked:	Date approved:	05/06/2017	05/06/2017	
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RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection.
(2) Local Resident, (Linden Road, Bicester)	<u>Brashfield Road</u> – Support - As previously commented in the more recent proposals for additional regulations in the town centre, the current single and double yellow line no waiting /parking regulations are largely ignored at several locations around the town centre owing to the lack of enforcement. Whilst this proposal will have a deterrent effect, the whole of Bicester's parking restrictions need to be deregulated to allow civilian enforcement by the local authority. <u>Granville Way</u> – Support – As previously commented in the more recent proposals for additional regulations in the town centre, the current single and double yellow line no waiting /parking regulations are largely ignored at several locations around the town centre owing to the lack of enforcement. Whilst this proposal will have a deterrent effect, the whole of Bicester's parking restrictions need to be deregulated to allow civilian enforcement by the local authority.
(3) Local Resident, (Brashfield Road, Bicester)	<u>Brashfield Road</u> – Object - When the original consultation was carried out almost all residents signed a petition stating that while they agreed with the proposals they did not go far enough; the proposed restrictions will just relocate the parking problem is only being moved further down the road. Requests No Waiting 11am - 12noon one side of the road and No Waiting 12noon - 1pm on the other side Mon-Fri to address commuter parking. The other approved proposals in the area will similarly lead to commuter parking being relocated; All the nearest areas to Bicester North Station must be covered, rather than a piecemeal approach. <u>Granville Way</u> – Neither – <i>No comment.</i>
(4) Local Resident, (Brashfield Road, Bicester)	<u>Brashfield Road</u> – Object - The proposed parking restrictions will only push the current parking offenders to park further down Brashfield Road. – a No Waiting 11am - 12noon Mon - Fri parking restriction should apply to all of Brashfield Road as we all have driveways. <u>Granville Way</u> – Neither – <i>No comment.</i>
(5) Local Resident, (Brashfield Road, Bicester)	<u>Brashfield Road</u> – Object – These waiting restrictions only will serve to push the parking problem further down the road. Either the entire road should be 'no parking' or leave the road as it is. Our parking problem is caused by insufficient parking in Buckingham Road for businesses and the surgery. Current parking stops me from getting out of my drive and forces me to have to drive over the council grass and kerb. Also requests traffic calming measures due to recent accidents. <u>Granville Way</u> – Neither – <i>No comment.</i>

(6) Local Resident, (Brashfield Road, Bicester)	<u>Brashfield Road</u> – Object – I object because the people parking will just move further round the road and still cause problems on what is already a very busy thoroughfare and cut through between Buckingham & Banbury roads. <u>Granville Way</u> – Neither – <i>No comment.</i>
(7) Local Resident, (Woodfield Road, Bicester)	<u>Brashfield Road</u> – Support – but further measures are required including at the Banbury Road end of Brashfield Road, which is always congested an emergency vehicles would struggle to get through most of the time. Woodfield Road also suffers from commuter parking including from the station. On many occasion ambulances attending to frail residents nearby park on my drive as there is nowhere else for them to park. <u>Granville Way</u> – Neither – <i>No comment.</i>
(8) Local Resident, (Windmill Avenue, Bicester)	<u>Brashfield Road</u> – Support – but concerned these will relocate the problem; noting an increase in cars parking on Windmill Avenue - perhaps the same restrictions should also apply here. <u>Granville Way</u> – Support - but also note that the problems may be relocated.
(9) Local Resident, (Windmill Avenue, Bicester)	<u>Brashfield Road</u> – Support – but also concerned that they will only move the problem to Windmill Avenue. Parking restrictions are needed here as well, especially at junction of Windmill Avenue/Buckingham road as several cars are parking there each day, close to the junction presenting a serious safety risk. <u>Granville Way</u> – Support – <i>No comment.</i>
(10) Local Resident, (Brashfield Road, Bicester)	<u>Brashfield Road</u> – Object – This does not address the underlying reasons as to why this is a problem in the first place. All this will do is move the parked cars further down Brashfield Road, causing visibility problems close to what is already a dangerous bend. You need to consider double yellow lines opposite every driveway to enable the occupants to be able to safely enter and leave their own premises. The cars at the entrance to Brashfield Road are illegally parked too close to the junction - the traffic police should be dealing with this. <u>Granville Way</u> – Neither – <i>No comment.</i>
(11) Local Resident, (Brashfield Road, Bicester)	<u>Brashfield Road</u> – Object – This proposal does not address the cause of the multiple vehicles parked in Brashfield Road, including the surgery. The proposal will result in the vehicles parking elsewhere causing serious visibility problems near the bend and for residents living after the proposed yellow line/restricted parking part of the road. The restriction should be applied on the whole length of the road to the waiting time be applied to the whole road. <u>Granville Way</u> – Neither – <i>No comment.</i>
(12) Local Resident, (Brashfield Road, Bicester)	<u>Brahfielld Road</u> – Object – All this will do is move the problem further down the road <u>Granville Way</u> – Neither – <i>No comment.</i>
(13) Local Resident, (Brashfield Road, Bicester)	<u>Brashfield Road</u> – Object - requests resident parking permit scheme to address the problems, including due to the Toad Hall nursery, surgery and rail station. Also concerned about the use of the road as a cut through between Banbury Road and Buckingham Road and vehicles speed through here.

CMDE7

(14) Local Resident, (Brashfield Road, Bicester)	<u>Brashfield Road</u> – Object – What you are proposing will only relocate the parking problems; a residents parking scheme is required (to be funded by Chiltern Railways, Toad Hall Nursery, Victoria Health Centre, Oxfordshire County Council and Cherwell District Council for granting Planning Permission for both Toad Hall Nursery and Victoria Health Centre without any consideration to the parking problems.
(15) Local Resident, (Brashfield Road, Bicester)	<u>Brashfield Road</u> – Support –the only concern is that the parking does not move further down the road, and also that the proposed Monday to Friday between 11am-12noon restriction is enforced.

Division(s): Henley on Thames

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED WAITING RESTRICTIONS KING JAMES WAY HENLEY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to introduce waiting restrictions on King James Way at Henley.

Background

2. Due to development on the east side of King James Way, Henley, the waiting restrictions as shown at Annex 1 have been proposed with the full costs of the scheme, if approved, met by the developers.

Consultation

3. The formal consultation on the proposal was carried out between 14 July and 11 August 2017. A public notice was placed in the Henley Standard newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Henley in Thames Town Council and the local County Councillor. Letters were also sent to approximately 30 properties in the immediate vicinity.
4. Four responses were received. These are summarised in Annex 2. Copies of the full responses are available for inspection in the Members' Resource Centre.
5. Thames Valley Police expressed no objection to the proposal, but also noted that enforcement of the restriction should it be approved would be a low priority.
6. Henley Town Council similarly expressed no objection but requested that waiting restrictions are also introduced on the west side of the road to prevent parking opposite the new junction causing obstruction to vision for residents exiting driveways opposite the access road and to ensure adequate access to the unnamed access road for large vehicles.
7. An objection from a resident of an adjacent road raised the same concerns as expressed by Henley Town Council.

8. A response from a resident of an adjacent road expressed no objection to the proposal but queried the value of introducing further restrictions when existing waiting restrictions in the area were not enforced.

Response to objections and concerns

9. The response of Thames Valley Police is noted and – also taking account of the response of the resident noting the absence of enforcement of the existing waiting restrictions in the area - it is accepted that police resources for enforcement are under severe pressure. However, such restrictions are nevertheless respected by many drivers and therefore do still help deter hazardous or obstructive parking.
10. In respect of the concerns raised by Henley Town Council and the member of the public objecting to the proposal, should it be approved, parking in this area will be monitored to establish whether further restrictions are needed.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

12. The full costs of the proposed waiting restrictions will be met by the developer.

RECOMMENDATION

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

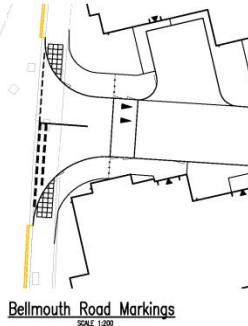
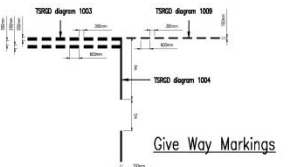
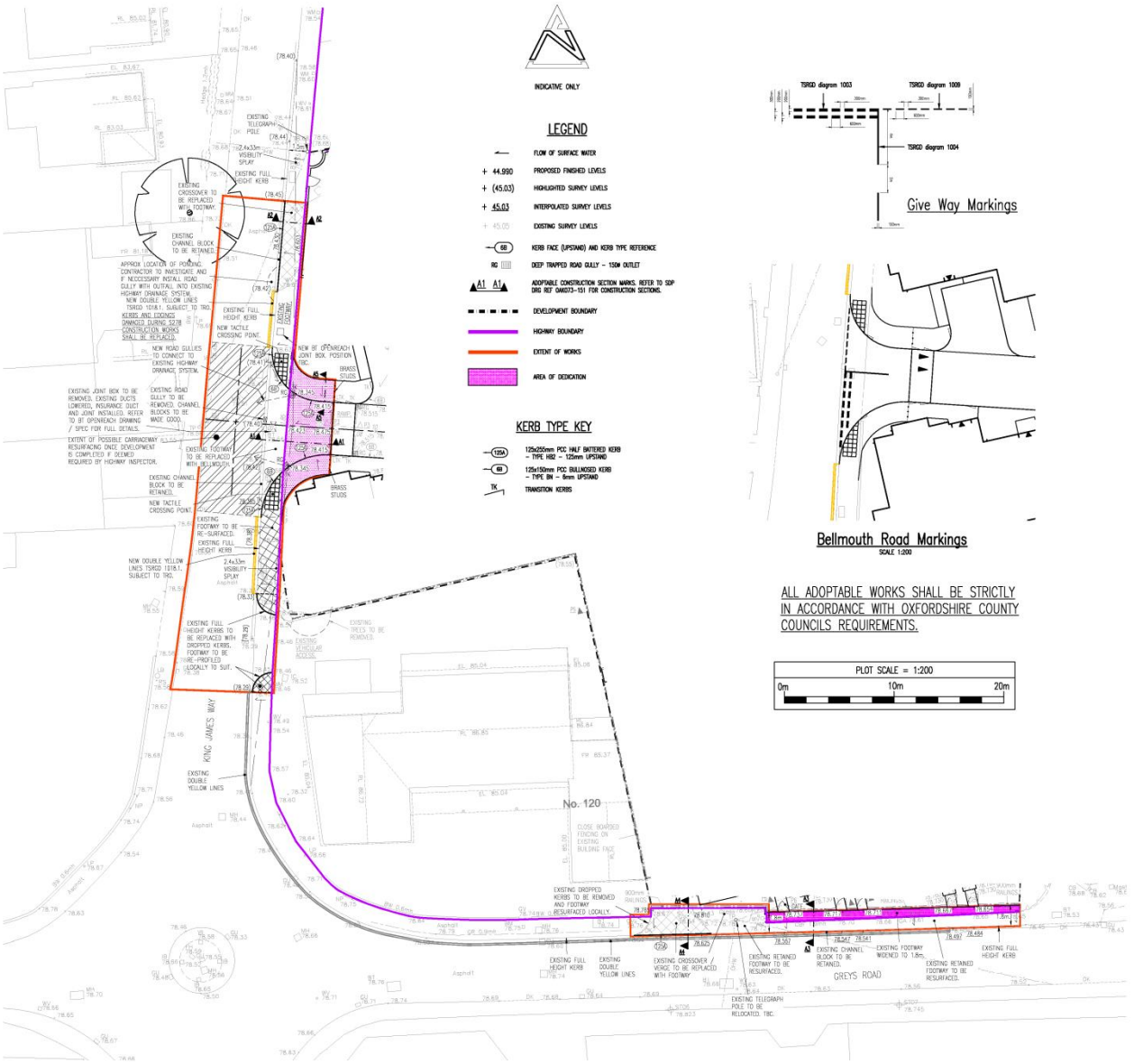
OWEN JENKINS

Director for Infrastructure Delivery

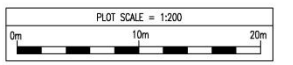
Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017



ALL ADAPTABLE WORKS SHALL BE STRICTLY IN ACCORDANCE WITH OXFORDSHIRE COUNTY COUNCILS REQUIREMENTS.



NOTES

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEER'S DRAWINGS. ANY DISCREPANCIES FOUND BETWEEN INFORMATION SHOWN ON THIS OR ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY AND PRIOR TO ANY WORKS COMMENCING ON SITE.
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3. SIGN REFERENCES REFER TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002, THE TRAFFIC SIGNS MANUAL CHAPTER 5 - 1986 (ROAD MARKINGS) AND THE TRAFFIC SIGNS MANUAL CHAPTER 3 - 1986 (REGULATORY SIGNS).
4. ALL ROAD MARKINGS TO BE WHITE THERMOPLASTIC SPORED AND SHOULD BE REFLECTORISED WITH SOLID GLASS BEADS IN ACCORDANCE WITH BS EN 1423, MARKING SHALL BE APPLIED TO THE SURFACE OF THE MATERIAL.

Site Location Plan

SCALE 1:1250

AMSCAD/DWG VERSIONS OF THIS DRAWING NEED TO BE PRINTED IN COLOUR USING THE SDP-STANDARD CTB FILE FOR CLARITY.

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NO	DATE	DESCRIPTION	BY	CHK
F4	May 17	- FOOTWAY RESURFACING BETWEEN NEW BELLMOUTH AND EXISTING SHOP REAR ACCESS ADDED. - NOTE REWORKING DAMAGED KERB REPLACEMENT ADDED. - EXTENT OF ADAPTABLE BELLMOUTH WORKS UPON SITE SHOWN. - AREA OF DEDICATION ADDED TO BELLMOUTH. - LOW SPOT INVESTIGATION NOTE ADDED. - SHOP ACCESS KERB AMENDMENTS SHOWN AND NOTED. - CARPARKWAY RESURFACING NOTE ADDED. - EXTENT OF WORKS RED LINE EXPANDED. - CHANNEL BLOCK IMPROVEMENT NOTE ADDED TO REMOVED GULLY ADJACENT BELLMOUTH. ALL IN ACCORDANCE WITH OCC COMMENTS RECEIVED VIA EMAIL 12-04-2017. DOUBLE YELLOW LINES ADDED IN ACCORDANCE WITH STAGE 1/2 ROAD SAFETY AUDIT.	AVJ	
F5	Jun 17	BY OPENREACH PROPOSALS ADDED. EXTENT OF WORKS RED LINE INCREASED TO INCLUDE AREA OF DEDICATION ADJACENT GREYS ROAD. TSD0 REFERENCE ADDED TO PROPOSED DOUBLE YELLOW LINES. ALL IN ACCORDANCE WITH OCC COMMENTS RECEIVED VIA EMAIL 31-05-2017.	AVJ	

SUBJECT TO TECHNICAL APPROVAL

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OAKFORD HOMES

116-118 GREYS ROAD
HENLEY ON THAMES

S278 General Arrangement Plan

SDP CONSULTING ENGINEERS

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SCALE	DATE	BY	CHK	DATE
1:200	01/17	AVJ	AVJ	Jan 17

REVISION NO.	DESCRIPTION	BY	CHK
OAK073.150	E16-101-150	AVJ	P5

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection - Please be aware such restrictions feature very low in terms of any enforcement activity by Thames Valley Police and should be reliant on good driver compliance
(2) Henley Town Council	<p>In addition to the proposed double yellow lines, Henley Town Council request further double yellow lines on King James Way opposite the as yet unnamed access road (into a development on the east side) from a point on the west side approximately 18m north and 16m south (of the centre line of the junction).</p> <p>This is to prevent parking opposite the new junction causing obstruction to vision for residents exiting driveways opposite the access road and to ensure adequate access to the unnamed access road for large vehicles.</p>
(3) Local Resident, (Greys Road, Henley-on-Thames)	<p>Object - It is not clear from the information presented whether the double yellow lines will be on both sides of King James Way or just the side with the new junction. I have seen a diagram that implies the lines are both sides but in the description I can only see specific reference to either side of the new junction, not both sides of King James Way.</p> <p>The double yellow lines must be on both the East and West sides of King James way or cars will simply switch from parking on the East to the West, creating the same bottleneck and new obstructions to the driveways of 140, 138 and the electrical substation.</p> <p>We have always supported the new housing development which is directly opposite our house and driveway but our safety and that of the top of King James Way will be negatively affected unless the double yellow parking restrictions are applied fairly to both side of King James Way.</p>
(4) Local Resident, (Greys Road, Henley-on-Thames)	No objection – would just like to point out that around the car park and corner of Greys Road, King James Way and the corner shops, yellow lines already exist and no traffic warden/police action is ever taken. So in spite of adding more yellow lines along this section of the road who will ever enforce them?

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Division(s): Goring

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED WAITING RESTRICTIONS – A4130 HIGH STREET AND B481 WATLINGTON ROAD NETTLEBED

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to introduce waiting restrictions on the A4130 High Street and B481 Watlington Road at Nettlebed.

Background

2. Nettlebed Parish Council have requested the introduction of waiting restrictions on the A4130 High Street and B481 Watlington Road at Nettlebed as shown at Annex 1 and have undertaken to meet the full costs of the scheme should it be approved.

Consultation

3. The formal consultation on the proposal was carried out between 14 July and 11 August 2017. A public notice was placed in the Henley Standard newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Nettlebed Parish Council and the local County Councillor.
4. Five responses were received as summarised at Annex 2. Copies of the full responses are available for inspection in the Members' Resource Centre.
5. Thames Valley Police expressed no objection. Four responses were received from members of the public, all residents of the village. These comprised one objection and two expressions of support in respect of the proposals for the A4130 High Street and two objections and two expressions of support in respect of the proposals for the B481 Watlington Road.
6. The objection in relation to the A4130 High Street was on the grounds of need – as it was stated that it was very rare for vehicles to be parked where the restrictions are being proposed – and also that the double yellow lines would detract from the appearance of the village.
7. The objections in relation to the B481 Watlington Road were on the grounds of loss of parking for residents and their visitors, the inconvenience of having further to walk when unloading and also that the double yellow lines would detract from the appearance of the village. It was also noted in one objection

that the proposal would be unlikely to address the problems associated with events at the nearby Sue Ryder Nettlebed Hospice. Both residents expressing objections suggested that a residents parking scheme could potentially solve the parking problems here. One resident suggested that only introducing the restrictions on one side of the road would also significantly mitigate their concerns.

Response to Objections

8. The objection in respect of the proposal for the A4130 High Street is noted. It is not considered that the visual impact of the proposed double yellow lines will be significant and on the question of the need for the measures here, this is judged to be primarily a matter for Nettlebed Parish Council to determine given their funding of the project.
9. The objections in respect of the proposal for the B481 Watlington Road are similarly noted but balancing the benefits of the proposals in respect of improved traffic safety and reduced congestion against the possible inconvenience to residents is not always straightforward. A residents parking scheme as suggested is not at present considered feasible, reflecting the administrative difficulties especially for such a restricted area (noting also that civil enforcement of parking restrictions does not yet operate within South Oxfordshire). In respect of the concern over the effect of the proposals on loading/unloading vehicles, it would still be lawful to park to do so where double yellow lines are marked if the scheme is approved.
10. Nettlebed Parish Council have given very careful consideration to the scheme and its impact on residents and, in view of this, it is not considered appropriate to seek to amend the proposals by only introducing the restrictions on one side of the road.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

12. The full costs of the proposed waiting restrictions will be met by Nettlebed Parish Council.

RECOMMENDATION

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

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017



Proposed 'No Waiting At Any Time' restrictions (double yellow lines)

Proposed 'No Waiting At Any Time' restrictions (double yellow lines)

The Green
Nettlebe

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection – No comments.
(2) Local Resident, (Watlington Street, Nettlebed)	<p><u>High Street</u> - Object –Having lived in the area for 10 years and the village itself for nearly 2, as well as driving along this road every day, I have never seen anybody park here and so the addition of the lines appears unfounded and unnecessary, and would be unsightly.</p> <p><u>Watlington Street</u> - Object – We feel that the addition of these double yellow lines would be to the detriment of the village as a whole and would not serve to solve the issue that they intend to; the infrequent parking for events at the Sue Ryder Hospice. Adding these parking restrictions permanently for the purpose of stopping a few hours of parking once every three weeks is unhelpful and unnecessary. Enforcement is likely to be very limited and they will simply make life more difficult for the residents of Watlington Street. It will also cause vehicles to be forced to park in the small unlined section (between nos. 4-6), rather than having the freedom to park in other sections, causing more regular, frequent traffic build ups when waiting to pass any parked cars in this unlined section. Residents only parking or permit parking might be a better solution, allowing residents some ability to park without the need for the double yellow lines.</p>
(3) Local Resident, (Watlington Street, Nettlebed)	<u>High Street</u> – Support <u>Watlington Street</u> - Support : Parking where the restrictions are proposed is a danger to pedestrians & through traffic, when motorists park opposite my house to attend the Sue Ryder sale every month. The same problem occurs when our village club holds functions.
(4) Local Resident, (Watlington Street, Nettlebed)	<u>Watlington Street</u> - Support – Parking has been a safety issue for some time at certain periods and feel the proposal explained in your letter would go some way to making Watlington Street safer for both drivers and pedestrians.
(5) Local Resident, (Watlington Street, Nettlebed)	<u>High Street</u> – Support <u>Watlington Street</u> – Object I would suggest parking restrictions on one side of the road only; as a resident of Woodside, parking is almost non-existent for our visitors, we have only two parking spots for visitors which are shared between 5 families. Also, most importantly I need to park up outside my front door to unload heavy shopping, as my parking spot is too far for me to carry heavy loads from there to my house. Requests consideration of residents parking only for number 1 to 2a (the four terrace cottages).

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Division(s): Berinsfield and Garsington; Rose Hill and Littlemore

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED EXTENSION OF 50MPH SPEED LIMIT AND PROHIBITION OF U TURNS AT NEW SIGNALLED JUNCTION A4074 SANDFORD-ON-THAMES

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to extend the 50mph speed limit southwards on the A4074 Sandford-on-Thames bypass and to prohibit U turns at a new signalled junction

Background

2. Due to development on the east side of the A4074 Sandford-on-Thames bypass, it is proposed to extend the 50mph speed limit to include a new signalled junction with the development; it is also proposed to prohibit the making of U turns on both the A4074 approaches to this junction. A plan showing the proposals is provided at Annex1. If approved, the full costs of the scheme would be met by the developers.

Consultation

3. Formal consultation on the proposal was carried out between 29 June and 28 July 2017. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Sandford-on-Thames Parish Council, Littlemore Parish Council, the local County Councillors and also South Oxfordshire District Council and Oxford City Council.
4. Five responses were received as summarised at Annex 2. Copies of the full responses are available for inspection in the Members' Resource Centre.
5. Thames Valley Police expressed no objection to the proposals but requested that traffic monitoring should be carried out if the scheme is implemented and that any issues identified be addressed by appropriate traffic engineering measures.
6. Sandford-on-Thames Parish Council expressed no objection to the proposed speed limit but objected to the proposed prohibition of U turns at the new signalled junction giving access to the development on the grounds that this would lead to additional traffic using village roads.

7. Littlemore Parish Council, while not expressing an objection to either of the proposals raised strong concerns over the wider impact of the development on residential roads within the parish and also noted that they considered the planned provision for pedestrians and cyclists using the footway on the east side of the A4074 was inadequate, particularly in respect of its limited width of at the rail bridge.
8. A member of the public (not a resident of the area) objected to the proposed 50mph speed limit on the grounds that it would not be respected and to the proposed prohibition of U turns on the grounds that this was unnecessary.
9. An expression of support for both proposals was received from a member of the public who was not a resident of the area.

Response to Objections and Concerns

10. The response of Thames Valley Police is noted and it is confirmed that the operation of the new junction will be monitored.
11. The objection of Sandford-on-Thames Parish Council to the proposed prohibition of U turns appears to be based on a misunderstanding of the permitted turns at the new signalled junction, which include the right turn from the development to travel north on the A4074 and right turn from the A4074 northbound carriageway into the development, as shown at Annex 1. There would therefore be no reason for traffic travelling to or from the development to use roads within the village as set out in their objection. The proposed prohibition of U turns is for safety reasons given the potential for conflicts arising from this unexpected and low speed manoeuvre within the junction that would likely only be made by drivers who had inadvertently missed their intended turn, noting that such prohibitions are routinely introduced at other similar junctions, and also that drivers in these circumstances here can safely turn into the development and then return to the A4074.
12. The concerns raised by Littlemore Parish Council are noted but are not considered relevant to the proposals.
13. The objection from the member of the public to the proposed 50mph speed limit and prohibition of U turns is noted. The 50mph speed limit is considered appropriate given the construction of the new signalled junction and the prohibition of U turns also appropriate for the reasons as given above.
14. The expression of support for the proposals from the member of the public is noted.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

16. The full costs of the proposals will be met by the developer.

RECOMMENDATION

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

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017

Title	Signalised Junction Arrangement TPO Requirements	Scale	1:500@A0	Date	Apr 17	Drawing No. 5613:610	Rev
Checked		Drawn	000				

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection - Once the scheme is fully implemented can I request that traffic monitoring takes place, and that additional engineering is considered if speeds are found to be high. Any burden for enforcement activity should be addressed by you as Highway Authority first.
(2) Sandford-on-Thames Parish Council	<u>50mph Speed Limit</u> – Neither - It should be 50mph all the way along to encourage the 50mph zone where the dual carriageway stops. <u>Prohibition of U-turn</u> – Object - on the grounds that the development will lead inevitably to heavily increased traffic movements through the village and especially at the southern end of Henley Road between Brick Kiln Lane and the A4074. It is noted that all vehicular egress from the site is via the southward lane of the A4074 so that traffic wishing to go to points northward will have to come off the A4074 at the Sandford junction and then round the first roundabout and up to the mini roundabout where it can either- Turn left to access the A4074 or Right to go through Littlemore via Sandford Road.
(3) Littlemore Parish Council	In view of the permission already granted for over 100 properties on land alongside the A4074 at the Heyford Hill roundabout, these traffic measures are essential in our view. Littlemore Parish Council remain extremely concerned about the effect that a large number of vehicles entering and leaving this site will have on Littlemore village. We fear that a rat run will be created through Sandford and Littlemore to allow access to the Eastern by-pass if there is a build-up of traffic at the roundabout. This will have a damaging effect on our already congested road system. We request that CIL money resulting from this development be devoted to traffic calming measures throughout the village, especially concentrating on Oxford Road Littlemore which is already a major bottleneck for traffic towards and from Oxford and the ring road. We are also concerned about the safety of pedestrian and cycle access to the site. The only way to access the estate requires non-car users to walk or cycle along a narrow footpath alongside the A4074. There does not appear to be space for a double buggy or wheelchair and a bicycle to share the pavement at the location of the railway bridge. There is no other means for residents to gain access to the community facilities of Littlemore - schools, churches, community centres, playgroups, buses to the Cowley Centre etc. We request that County Highways do all in its power to negotiate cycle and pedestrian access alongside the NHS land adjacent. This would not only improve access for residents but also help to reduce car use which will otherwise be very high.
(4) Resident, (Oxford Road, Cumnor)	<u>50mph Speed Limit</u> – Object - the vast majority of drivers won't change their behaviour, though also noting that if drivers reduce their speed from 70 mph to 50mph over 250m will only reduce journey times by ~3 seconds. Also expressed a concern that the proposed traffic signals would lead sat-nav providers to change their recommended route from Cowley to the Science Park (and the Science Village when it is built) to go through the centre of Littlemore.

CMDE10

	<p>This will lead to substantially worse and higher volumes of traffic for the people of Littlemore and Sandford on Thames, and suggests a priority junction with a 50mph or 40mph speed limit enforced by cameras. Another alternative would be to make the traffic only come out onto the Reading direction of the A4074, perhaps with a lower speed limit in that direction only as in that direction it was approximately a minute quicker to use the bypass over going through Littlemore due to the shorter route and more favourable traffic lights.</p> <p><u>Prohibition of U-turn</u> – Object - There seems no logical justification for this change, so I'm against on the grounds that there is no point in adding extra rules that don't provide any meaningful benefit. If there is such a benefit then I don't really have a strong opinion either way.</p>
(5) Resident, (Burrows Close, Headington)	<p><u>50mph Speed Limit</u> – Support – <i>No comment.</i></p> <p><u>Prohibition of U-turn</u> – Support – <i>No comment.</i></p>

Division(s): Goring

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED 20MPH SPEED LIMIT, KIDMORE END

Report by the Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to introduce a 20mph speed limit within the village of Kidmore End.

Background

2. Kidmore End Parish Council have requested that a 20mph speed limit is introduced on the roads in the village, and have undertaken to meet the full costs of the scheme should it be approved. A plan showing the proposed extent of the 20mph speed limit is shown at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 26 May and 23 June 2017. A public notice was placed in The Henley Standard newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Kidmore End Parish Council and the local County Councillor.
4. 48 responses were received as summarised at Annex 2. Copies of the full responses are available for inspection in the Members' Resource Centre.
5. Thames Valley Police expressed no objection to the proposal. Kidmore End Parish Council who are funding the project, expressed support. Forty six responses were received from members of the public comprising two objections, and forty four expressions of support.
6. The objections were on the grounds that there was no evidence that the proposed reduced speed limit would materially change speeds and that other measures to improve safety in the area – including maintenance measures – were a higher priority.

Response to objections and concerns

7. While it is accepted that the proposed 20mph speed limit will likely not result in a major reduction in speeds, it is judged to be consistent with Department for Transport guidance on setting local speed limits and help reduce the risk

of accidents on the village roads. The concerns expressed that there are higher priorities for expenditure on safety measures in the parish are noted, but Kidmore End Parish Council have chosen to fund this project.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

9. The full costs of the 20mph speed limit will be provided by Kidmore End Parish Council.

RECOMMENDATION

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

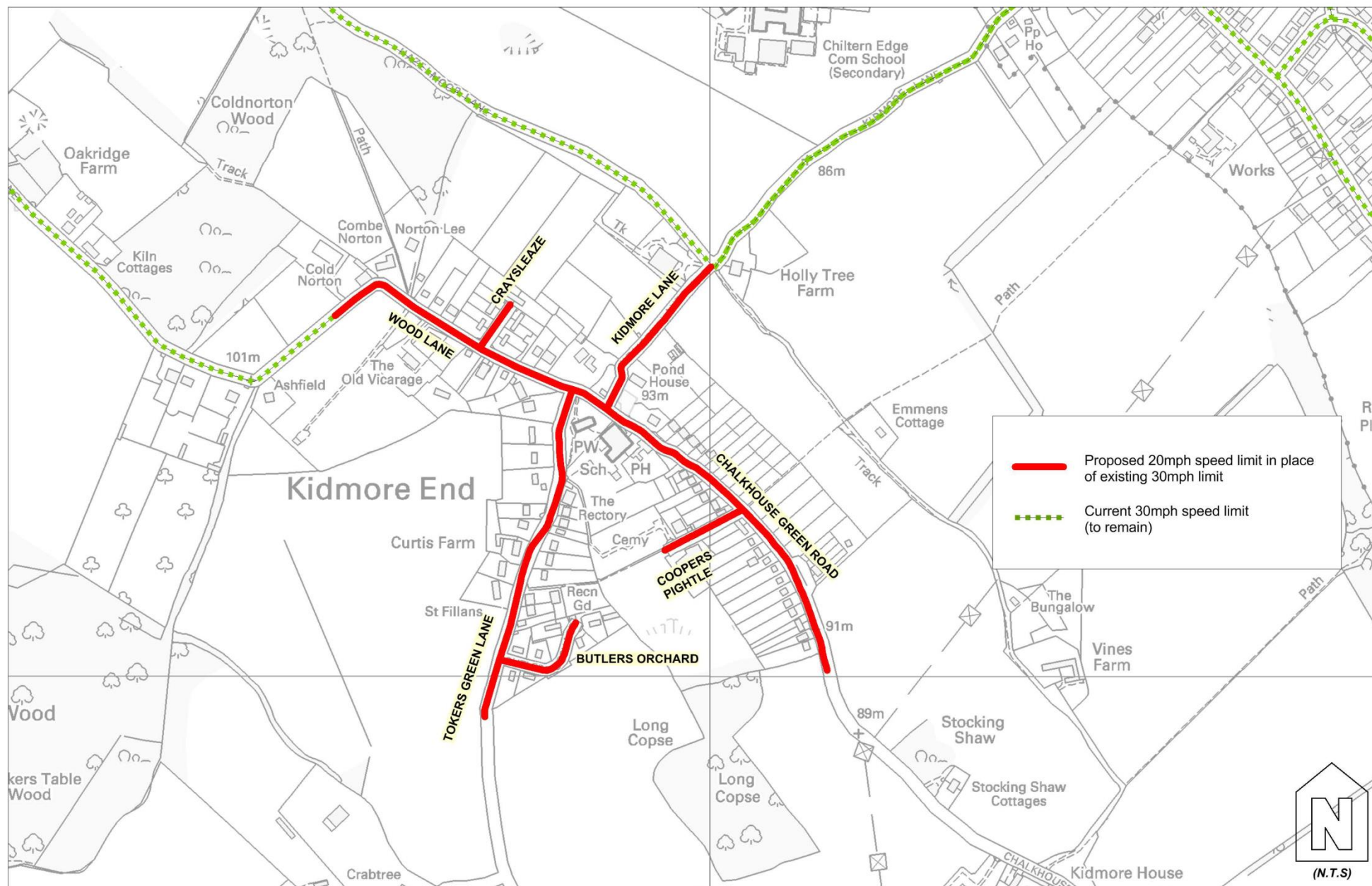
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection - The police stance still reflects that 20 mph limits and zones should still be self-enforcing, speed data has already been gathered on some roads subject to these proposals and mean speeds do support the speed limit is lowered.
(2) Kidmore End Parish Council	Support – the proposed speed limit is supported by the parish council, who are meeting the full costs of the project should it be approved.
(3) Local Resident, (Emmer Green)	Object - In the absence of any obvious study that shows that this improves road safety, I don't see how it helps. The people who speed through the village will continue to do so regardless of what the limit is set at. More attention should go into other safety measures such as re-painting the lines outside the school and signage warning people that the school is there.
(4) Online Response, (unknown)	Object- I would love to know why the council sees fit to propose and fund a consultation for a reduction in speed limit in a village where I cannot recall in my 15 years as a resident an accident caused by speeding, yet will not support and fund the same for the A4074 in Chazey Heath where in the same period there have been multiple and frequent serious accidents - what a complete misuse of funds.
(5) Local Resident, (Chalkhouse Green Road, Kidmore End)	Support - As Headteacher of the primary school in the village I receive regular reports of near miss incidents or minor accidents caused by careless driving in the village. I am also aware from driving through the village on a daily basis myself that with no pavements pedestrians are very vulnerable, even when drivers proceed cautiously. The roads are narrow and sight lines from driveways of residential properties are not good. A 20mph speed limit would certainly improve safety for the children in my school, particularly those who walk the short distance within the village. An increased vigilance from the police would also address other road safety issues, such as people parking carelessly around the main junction in the village.

(6) Local Resident, (Kidmore End)	<p>Support - Whilst I support the limit being lowered to 20mph I fail to see how this will be enforced, those that drive too fast already will not think that the 20mph limit applies to them and continue to drive too fast. When the village is busy it is impossible to drive at more than 20 mph anyway.</p> <p>I think our money would best be spent elsewhere.</p>
(7) Local Resident, (Wood Lane, Kidmore End)	<p>Support - Last year I was misfortunate enough to have 2 car accidents. Neither which I was liable for and both were caused by the drivers of the other vehicles driving too fast on our country roads. I firmly believe that 30mph is too fast for the single track lanes that surround our village.</p>
(8) Resident, (Reades Lane, Sonning Common)	<p>Support - For the safety of the school children and due to the narrowness of the roads I think it will help keep everyone safer.</p>
(9) Resident, (Woodcote Road, Caversham)	<p>Support - Traffic desperately needs to be slowed as it is dangerous, especially around school drop off and pick up times. My daughter has been brushed (squeezed against another parked car) by a passing impatient car, I have lost several wing mirrors and had several near miss incidents when walking & cycling along the lanes. It is an area waiting for a serious incident! More people would cycle and leave their cars if it was safer with slower cars too. Cannot wait for my daughter to leave the school so we can keep away from the dangerous roads if I am honest!</p> <p>Brilliant idea to slow the traffic - needs a way to reinforce it along with parking near the school also (many parents regularly pull up in driveways and on the yellow lines causing mayhem!)</p>
(10) Resident, (Elm Road, Tokers Green)	<p>Support - I walk along Tokers green lane with my children and dog people drive too fast and don't slow down for anyone.</p>
(11) Resident, (Uplands Road, Caversham)	<p>Support - I would support a 20mph zone in the immediate vicinity of Kidmore End Primary School, St John's Church, the New Inn and the Parish Hall where the pre-school is held, where the children and parents walk and cross the road, but not extending to any other side roads.</p>

(12) Resident, (Rokeby Drive, Tokers Green)	Support - Personally I already drive at about that speed in Kidmore End because the roads are narrow with no pavements. Also because of the school and the likelihood of encountering horses and other pets. Anything that encourages other drivers to act responsibly is a good idea. I would also like to see the proposal extended to the Roads in Tokers Green. It is frightening the speed that some people drive on Rokeby Drive and Tokers Green Lane. On Rokeby Drive there are always parked cars and children and animals crossing the road. Although it is a straight road it is ridiculous to drive too fast here. If a 20mph limit made the bad drivers slow down to 30 then that would be something.
(13) Resident, (Rokeby Drive, Tokers Green)	Support - I believe this is a good idea because the roads in Kidmore End are narrow, with blind corners and no pavements. There is a school, pub and church all of which give rise to pedestrians walking in the road and parked cars making the roads more dangerous. There are also other hazards often encountered like horses and bikes. Anything that encourages drivers to act responsibly is a good idea. I would also like to see the proposal extended to the Roads in Tokers Green. It is frightening the speed that some people drive on Rokeby Drive and Tokers Green Lane. On Rokeby Drive there are always parked cars and children and animals crossing the road. Although it is a straight road it is ridiculous to drive too fast here. If a 20mph limit made the bad drivers slow down to 30 then that would be something.
() Resident, (Rokeby Drive, Tokers Green)	Support - It would make the roads in the village safer - particularly around the school.
(14) Resident, (Hazelmoor Lane, Gallowstree Common)	Support - The Council should also consider applying this to Hazelmoor Lane as lots of children use this road to get to and from Kidmore End Primary and Chiltern Edge Schools.
(15) Local Resident, (Russell Road, Tokers Green)	Support - I fully support the request to reduce the speed limit from 30mph to 20 mph for Kidmore End village.
(16) Local Resident, (Kidmore End Road, Emmer Green)	Support – <i>No comment.</i>

(17) Local Resident, (Reading)	Support - I walk my children to school every day in the village and also walk my dog and feel reducing the speed limit in the village where it is narrow with often parked vehicles that this would improve safety for my family. Cars exceed 30mph so reducing the limit will hopefully decrease their speed as often cars using these roads as a by route do not slow down when seeing people walking. People often don't park considerably as they think it's a small village it doesn't matter and therefore often making it difficult to see out of the junctions so this would also help slow traffic down and make it safer to drive in and out of the junctions in the village.
(18) Local Resident, (Russell Road, Tokers Green)	Support – <i>No comment.</i>
(19) Resident, (Sonning Common)	Support – <i>No comment.</i>
(20) Resident, (Chazey Close, Chazey Heath)	Support - I welcome the lowering of the speed limit seeing as there is a school in Kidmore End although I like to think that road users are already doing that speed or lower because of the school. I would like to see the new speed limit signs well displayed as even though the country lanes should make drivers slow down anyway, having lived in the area for 22 years I can speak from experience that some drivers think they are on a main road rather than a country lane.
(21) Local Resident, (Chalkhouse Green Road, Kidmore End)	<p>Support - At the heart of this speed limit restriction is a primary school. It is my opinion that all schools should be subject to additional speed limits as children are often distracted coming out of school at the end of a school day. Parents dropping off children are often running to work and at the end of a working day are often running late and perhaps not concentrating as they should.</p> <p>At Kidmore End, there are few warning signs that a school is imminent. A few additional signs should also be considered.</p> <p>I fully support this proposal.</p>
(22) Local Resident, (Coopers Pightle, Kidmore End)	Support - I wholeheartedly support this - and being a resident of Coopers Pightle, which seems to be neglected by the council, I hope to see the road surface fixed soon. It is disgraceful and 90% of the traffic on this road is caused by

	council vehicles doing work at the cemetery, delivery vans, and visitors to the cemetery.
(23) Local Resident, (Coopers Pightle, Kidmore End)	Support - It is. Wry good to see Coopers Pightle is being adopted as a road. Is it possible for someone to come a finally repair the potholes.
(24) Local Resident, (Coopers Pightle, Kidmore End)	Support - Particularly pleased that Coopers Pightle is included on the plan.
(25) Local Resident, (Beech Road, Tokers Green)	Support - I support this proposal, however I am absolutely baffled as to why this 20mph speed limit proposal is not planned for the length that serves Tokers Green as well. It is one of narrowest parts of the road and has many blind corners. As it meets Caversham it is incredibly dangerous for pedestrians (including school children walking to/from the bus stop in Caversham), cyclists, horses and vehicles using the road. Myself and many of my neighbours have had accidents or have been nearly been run over by people driving too fast along the road. One of my neighbours has been hospitalised due to being hit by a car when walking along that stretch of road. We urge you to consider extending this speed limit to include Tokers Green as well.
(26) Local Resident, (Rosebery Road, Tokers Green)	Support - I fully support the proposal to reduce the speed limit to 20mph in the roads leading into Kidmore End and would like to see this extended along the length of Tokers Green Lane right through the village of Tokers Green. Pedestrians, cyclists and horse riders are frequently endangered as drivers accelerate through and beyond the junction in the village. There have been accidents at both the cross roads and the blind corner on the sharp left hand bend leaving the village in the direction of Kidmore end.
(27) Local Resident, (Beech Road, Tokers Green)	Support - Tokers Green Lane in Tokers Green is just as narrow and equally as impassable as the lane through Kidmore End so the 20mph speed limit should be extended through Tokers Green. Also, more and more traffic is cutting through Tokers Green from Caversham to Kidmore End and Sonning Common. This is very dangerous as the lane cannot take the level of traffic. There should be signs saying 'Tokers Green only' at both ends of the hamlet so that traffic is encouraged to stick to Woodcote Road instead.

(28) Local Resident, (Chalkhouse Green Road, Kidmore End)	Support - I fully support the proposal of a 20mph speed limit - we must do all we can to ensure the safety of pedestrians in the village, especially the young children walking to and from Kidmore End Primary School. With such narrow roads and zero separation between vehicles and pedestrians, it is my opinion that driving at 30 mph is not a safe speed for the Village.
(29) Local Resident, (Chalkhouse Green Road, Kidmore End)	Support - Cars drive too fast through the village and with no foot paths , pedestrians are at risk and a lot of children walk to school also.
(30) Local Resident, (Chalkhouse Green Road, Kidmore End)	Support – <i>No comment.</i>
(31) Local Resident, (Tokers Green Lane, Kidmore End)	Support – <i>No comment.</i>
(32) Local Resident, (Wood Lane, Kidmore End)	Support - I wholeheartedly agree with this. I walk up and down Wood Lane in Kidmore End at least 4 times a day, with young children and some cars go far too fast along there. 20 mile an hour speed limit should help keep children walking to school safe, before there is a nasty accident. I also live in the village on a blind bend and would feel safer crossing the road if cars weren't going so fast.
(33) Online Response, (unknown)	Support - My son attends the school in Kidmore End and at school drop off and pick up times the roads around the school are very busy with lots of parked cars, with many children crossing the road a 20mph speed limit would make the roads safer for them.
(34) Resident, (Kidmore Lane, Sonning Common)	Support – <i>No comment.</i>
(35) Online Response, (unknown)	Support - I am worried daily about the speed that some cars and motorbikes travel past the entrance to my drive (Idlemede) on Chalkhouse green road.

	<p>I strongly support the plan to reduce the speed limit to 20mph to improve the safety of the roads in our village, for my children, family, friends and neighbours.</p> <p>I work as a trauma and orthopaedic consultants at royal Berkshire hospital, and see first hand the devastating injuries caused by road traffic collisions in our local communities.</p>
(36) Resident, (St Peters Avenue, Caversham)	Support - This is speed limit is vital for a village with small roads and with a primary school, church and public house all located on almost single track roads.
(37) Local Resident, (Horsepond Road, Gallowstree Common)	Support – <i>No comment.</i>
(38) Local Resident, (Wood Lane, Kidmore End)	Support - Please reduce the speed limit and ensure that drivers are observed through speed guns or cameras. Walking around the village and to and from school gets more dangerous. There seems to be a lot of large lorries using the lane and in the summer months the tractors drive at high speeds.
(39) Local Resident, (Chalkhouse Green Road, Kidmore End)	Support - The roads through Kidmore End are narrow, have almost no footpaths and many partial blind spots. They are used by school children, dog walkers etc. Most drivers are careful, and probably drive at about 20mph already (because it is clearly dangerous to go any faster in many places), but some do not, and a 20 mph limit would encourage a few more to drive cautiously which would be very welcome.
(40) Local Resident, (Chalkhouse Green Road, Kidmore End)	Support - I understand that it is the school that is pushing for this reduced speed limit which I totally support , but the school is also responsible (like many other school in the country) for the majority of traffic congestion in the village at school in/out times and the highway authority / police should also address the dangerous parking that occurs every school day at the junctions of Chalkhouse Green Road with Kidmore Lane and Tokers Green Lane which any resident in the village will confirm is far more of an issue than the speed limit which is not really enforceable.
(41) Local Resident, (Chalkhouse Green Road, Kidmore End)	Support - We support this proposal as there are many pedestrians, including children, in the village and there are no pavements.

(42) Local Resident, (Tokers Green Lane, Kidmore End)	<p>Support - I support the planned reduction of the speed limit in and around Kidmore End.</p> <p>It will need enforcement to make sure it is followed so is there any plans for speed cameras or other enforcement mechanisms.</p> <p>Its a good start but on the highlighted sections of the roads in the plan I am not sure drivers will be speeding, I believe that they will be speeding on the more open / longer sections of Chalkhouse Lane, of Tokers Green Lane etc. So I think the reduced speed limit should be more extensive within the parish. In particular I would strongly support a 20mph limit along the whole of Tokers Green lane as that is where I live. Especially during the school run in the morning and afternoon the road is mad with many people driving crazily fast. Likely to be the same on others roads used to get to KE school.</p>
(43) Local Resident, (Russell Road, Tokers Green)	<p>Support - Tokers Green lane is increasingly used as a secondary route into & out of Reading. Speeding motorists have increased & are a hazard on such a narrow road - an accident is waiting to happen. 20mph is a more suitable speed for this road rather than the current 30mph. Of course, it's only relevant if properly enforced.</p>
(44) Online response, (unknown)	<p>Support - This is very much needed in the area. We live in Chalkhouse Green Road and walk to Kidmore End primary school every day and I live in fear of the speed some drivers go at.</p>
(45) Local Resident, (Gallowstree Road, Peppard Common)	<p>Support - We would also propose the inclusion of Hazlemoor Lane of a20mph speed limit because there are children who walk this lane as a route to school. Seeing this is a Very narrow lane we think it should be included for the safety of every one walking this lane.</p>
(46) Email Response, (unknown)	<p>Support - As a resident for 24 years, I have seen a great increase in the volume and speed of traffic. With the current 30mph limit, cars are frequently driven at 40-50mph. Perhaps with a 20mph limit they might slow down to 30 !</p>
(47) Local Resident, (Kidmore End)	<p>Support - Having reviewed the documentation, I support the proposal to reduce the speed limit to 20 mph, although I think consideration should be given to whether this reduction should only apply during restricted hours e.g. 7am to 7pm.</p>

Division(s): Didcot East and Hagbourne; Didcot West

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER

PROPOSED ZEBRA CROSSING AND AMENDED WAITING RESTRICTIONS, THE BROADWAY, DIDCOT

Report by the Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to provide a new zebra crossing and amended waiting restrictions at The Broadway, Didcot, in the vicinity of its junction with High Street.

Background

2. The above measures are proposed in conjunction with the redevelopment of the adjacent Orchard Centre and the associated closure of High Street to the north of The Broadway. Plans showing the proposals are shown at Annex 1 (zebra crossing) and Annex 2 (parking restrictions).

Consultation

3. Formal consultation was carried out on the proposed zebra crossing between 17 May and 16 June 2017 and 28 June and 28 July 2017 for the proposed waiting restrictions. For both consultations, a public notice was placed in the Didcot Herald newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council and the local County Councillors. Additionally letters were sent to approximately 30 nearby properties, including businesses and residents.
4. 5 responses were received. These are summarised at Annex 3 and are available for inspection in the Members' Resource Centre.
5. Thames Valley Police and the local County Councillor expressed no objection to the proposals, with the latter noting the importance of providing safe infrastructure for pedestrians, particularly bearing in mind the concerns raised over the recent changes in Station Road as part of the same development.
6. Three objections were received, all in relation to the proposed reduction in parking provision as a result of the proposed zebra crossing.
7. Didcot Town Council commented that during the planning stages of the Orchard Centre development, assurances were given that there would be no

loss of amenity. The town council considers parking to be an amenity and therefore opposes the loss of parking, particularly for disabled space users, and requested that an alternative site be found for the zebra crossing to the west of the High Street junction, which does not have the same impact on parking.

8. A business on The Broadway objected on the grounds of the loss of parking for customers, noting that their business included the need for some customers to park close to the store.
9. The remaining objection was from a resident concerned about the loss of parking in the evening.

Review of responses

10. Didcot Town Council's comments on the loss of the parking and their request for the consideration of an alternative site for the zebra crossing to the west of the High Street junction are noted (but noting also that none of the affected parking spaces are reserved for disabled persons). However, the removal of the signals at the High Street junction with The Broadway removed the signalled crossing point for pedestrians to the east of the junction incorporated in the junction layout, and the proposed zebra crossing, therefore, is intended to avoid the loss of amenity and safety for pedestrians crossing here.
11. In respect of Didcot Town Council's request for the consideration of an alternative site to the west of the High Street junction that would have a lesser impact on parking, there appears to be no such site between the High Street junction and the signalled crossing approximately 140 metres to the west.
12. The objections from the nearby business and member of the public on the loss of parking are similarly noted, but as discussed above, there appears to be no alternative provision for pedestrians which would avoid this loss.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for proposals has been provided by the developer of the Orchard Centre.

RECOMMENDATION

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

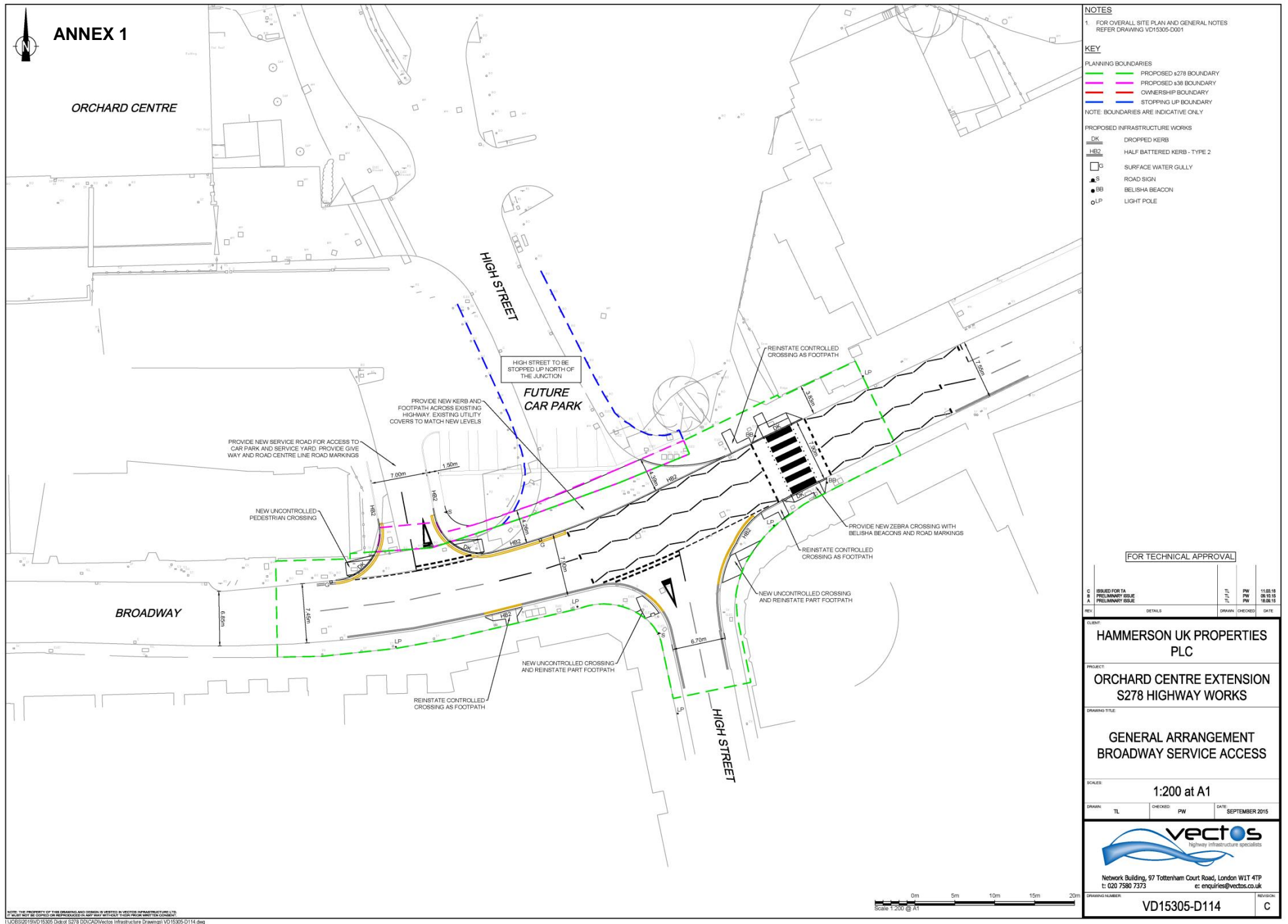
OWEN JENKINS

Director for Infrastructure Delivery

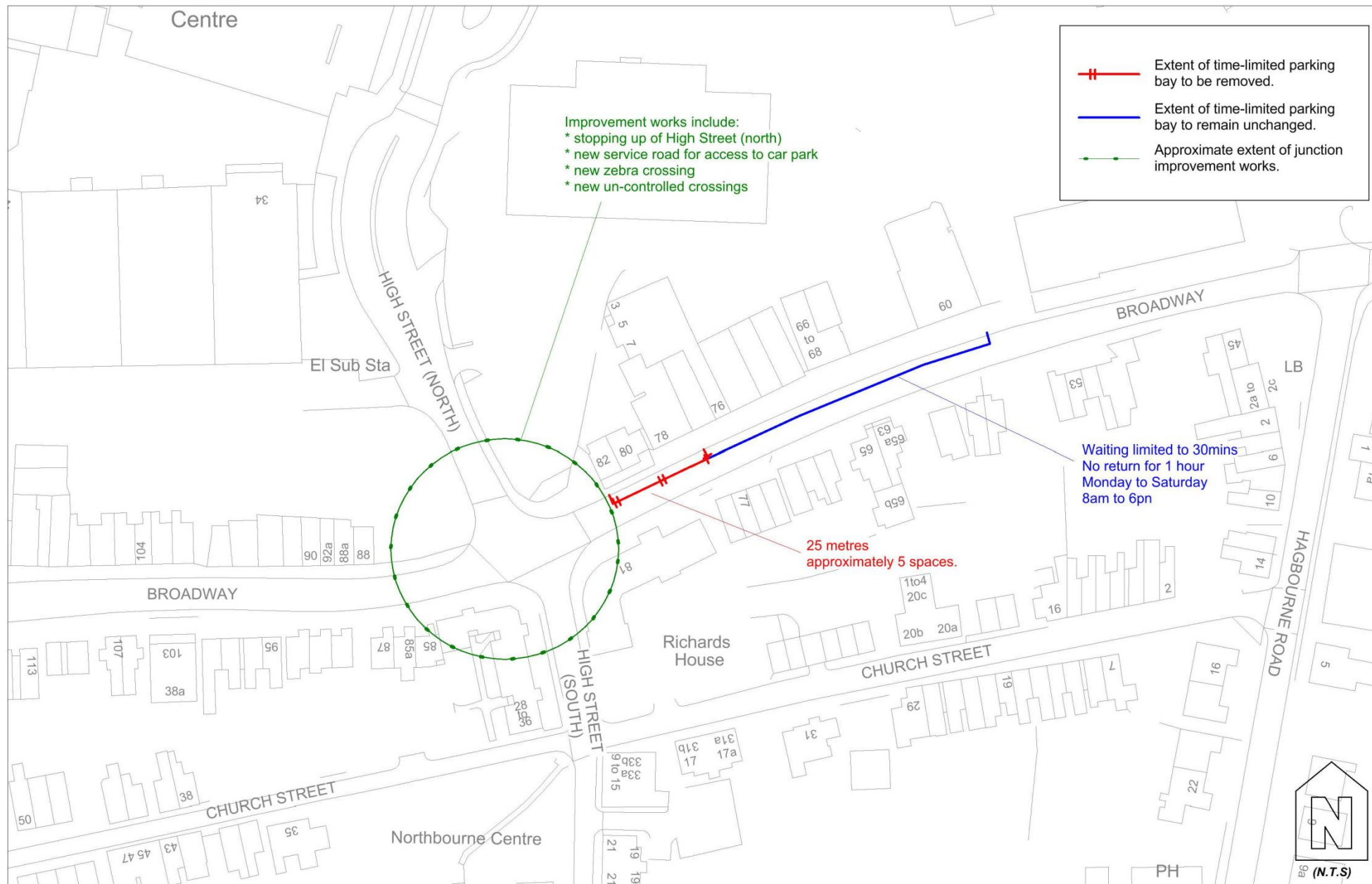
Background papers: Plans of proposed crossing & restrictions
Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017



OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p><u>Parking Restrictions</u> - No Objection - Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p> <p><u>Zebra Crossing</u> - No Objection - Please ensure that the design meets current standards and that current traffic speeds also support such design.</p>
(2) Local County Cllr, (Didcot Ladygrove)	<p><u>Zebra Crossing</u> - No Objection - Pedestrian safety is a concept not easily discussed in relation to this area, particularly in regard to the re-opening of Station Road, which entails certain vehicles running in what was formally a wholly pedestrianised area.</p> <p>Careful thought is therefore needed to the precise final location of any proposed crossing point. Members of the Didcot Town Council have already voiced their concerns regarding the mix of buses and pedestrians of all ages, Some to the point of publicly predicting fatalities as a result.</p> <p>From many years of observation I contend that some pedestrians do tend to relax their vigilance at formal crossings, any lack of concentration (becoming almost unthinking) should be guarded against and allowed for here.</p> <p>Many Didcot townspeople are still staggered by the vehicle movement concept embraced in this locality. Nothing done here should not add to this feeling of hazard engendering on the part of OCC; rather any action taken or additional road safety measures implemented must seek to lessen them as well as improve safety.</p> <p>Any properly thought through safety considerations and subsequent measures are desirable if carried through</p>

	appropriately, never more so than here.
(3) Didcot Town Council	<u>Parking Restrictions</u> - Object - During the planning stages of the Orchard Centre development Didcot Town Council was assured that there would be no loss of amenity. Didcot Town Council considers parking to be an amenity and opposes the loss of parking, particularly for disabled space users, that this proposal would bring. The Town Council opposes the current placement of the pedestrian crossing and seeks that an alternative site be found which does not have the same level of impact on parking. It is suggested that an alternative site be considered on the other side of High Street.
(4) Business Owner, (The Broadway, Didcot)	<u>Parking Restrictions</u> – Object - Being shop owners on The Broadway we are concerned about losing 20% of the parking on lower Broadway to the proposed pedestrian crossing, we also need the parking outside for programming car keys. After going through two lots of development around us we find it most unfair that we are going to lose valuable parking for our customers when parking is hard to find as it is.
(5) Resident, (The Broadway, Didcot)	<u>Parking Restrictions</u> - Object - This is purely due to removal of parking spaces which residents use 'out of hours' without proposal of alternative replacements.

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Division(s): Sutton Courtenay and Marcham

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER

PROPOSED ZEBRA CROSSING AND TRAFFIC CALMING MEASURES B4017 ABINGDON ROAD DRAYTON

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to provide a new zebra crossing and traffic calming measures on the B4017 Abingdon Road at Drayton.

Background

2. The above measures are proposed in conjunction with a new residential development on the east side of the B4017 Abingdon Road at Drayton and are shown at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 19 July and 18 August. A public notice was placed in the Abingdon Herald newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Drayton Parish Council and the local County Councillor. Additionally letters were sent to approximately 30 nearby properties.
4. Five responses were received as summarised at Annex 2. Full responses are available for inspection in the Members' Resource Centre.
5. Thames Valley Police expressed no objection to the proposals but did comment that traffic speeds needed to be acceptable for a zebra crossing, and also that some cutting back of vegetation was needed to ensure adequate visibility.
6. The Vale of the White Horse District Council expressed no objection to the proposals.
7. Drayton Parish Council also expressed no objection to the proposed crossing and junction table, recognising the constraints on the siting of the new junction giving access to the development and the crossing but did note wider concerns over safety in the village, and the need for measures to address these.

8. One member of the public objected strongly to the siting of both the new junction and zebra crossing on the grounds of road safety but did not cite the specific aspects of the design which were of concern.
9. One member of the public responded with no objections to the proposals, but requested that speed cameras be installed, as it was considered these are the only effective means of addressing problems with speeding.

Review of responses

10. The response of the police is noted; the proposed raised junction table should help ensure that speeds are moderated sufficiently for the zebra crossing to operate safely and the trimming back of vegetation needed to ensure adequate visibility of the crossing will be investigated, noting that a safety audit on the completion of schemes is always required to ensure that such problems are properly addressed.
11. The responses of the Vale of the White Horse District Council and Drayton Parish Council are noted. The wider concerns over safety raised by the parish council have been referred to the relevant officers within Oxfordshire County Council.
12. The objection of the member of the public to the design and siting of the new junction and zebra crossing are noted but as no specific grounds for their concerns over road safety have been provided it is not possible to provide a detailed response, but the independent safety audit process referred to above also applies to the design stages of traffic schemes.
13. The suggestion from a member of the public that speed cameras are installed in preference to measures such as raised junction tables is noted but installation of speed cameras is primarily a police matter and they would typically ask that physical traffic calming measures – such as those being proposed here – are provided where this is viable, before giving further consideration to such requests.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

15. Funding for proposals has been provided by the developer of land adjacent to the B4017 Abingdon Road.

RECOMMENDATION

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

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

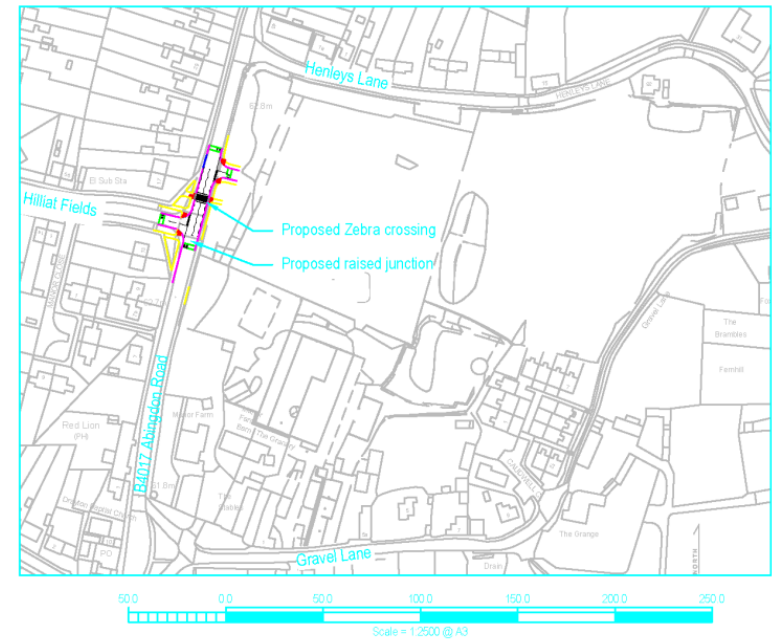
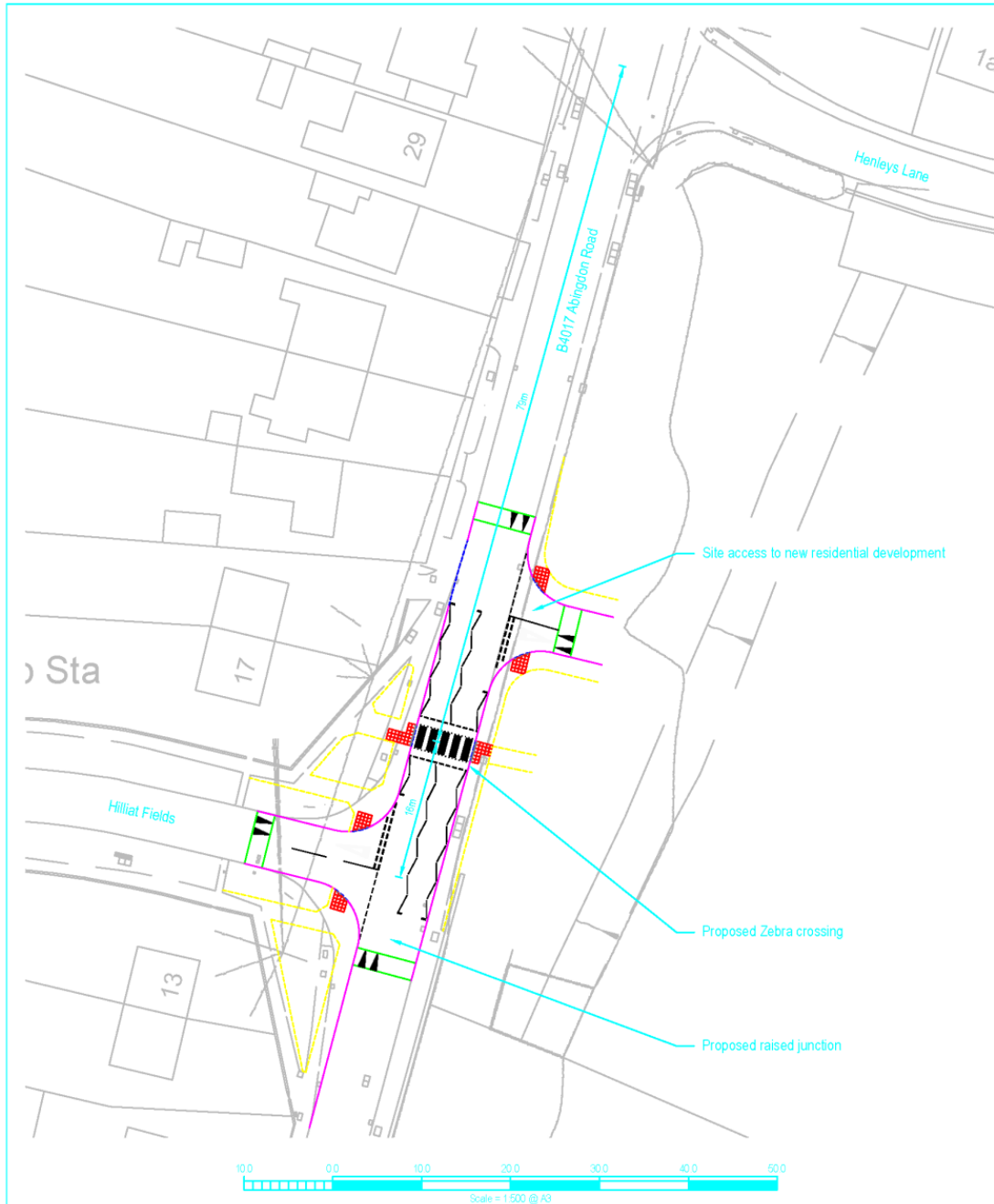
Contact Officers: Anthony Kirkwood 07392 318871

September 2017

NOTES

1. This drawing to be read in conjunction with all relevant documents and specifications.
2. Dimensions not to be scaled.

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Abingdon Road, Drayton

PROPOSED RAISED JUNCTION AND ZEBRA CROSSING
CONSULTATION PLAN

Scale	As Shown @ A3
Date	June 2017

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection - Please ensure the crossing meets necessary current legislation in terms of design and that speed monitoring has already taken place .Current speeds support this design. Considerable vegetation overhanging the footway on the east side needs removing.
Vale of White Horse District Council	No objection - satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the application.
Drayton Parish Council	No objection – while recognising that not everyone on the Parish Council shares the same views either about the site access or the Manor Farm development as a whole, we agree with the proposed crossing location and also approve the flat top road hump and ramps, which we have always favoured. However, the parish remains very concerned about safety issues and the above observations should be viewed alongside previous submissions on this matter.
Local Resident	Object - Both the design of the junction and siting of the proposed zebra crossing is a total disaster and a more unsafe junction it would be difficult to design. If this scheme is approved it will confirm to many that local planning is based on profit for developers rather than any consideration of what is safe and acceptable to the community, the NDP process saw much time effort and money spent on traffic schemes, all of which were intended to improve road safety, but in the main seem to have been made unattainable by the financial demands of OCC. To allow this horrendous junction to be constructed should cause us all to question the credentials and ability of all of those concerned in the delivery of local planning at local government level.
Local Resident, (Manor Close, Drayton)	<u>Zebra Crossing</u> – Neither - If the council are proposing traffic calming measures to protect residents, then it would be a good idea if a speed camera is located in Drayton village. The speed warning sign doesn't work. Every day drivers speed through Drayton like it doesn't have a speed limit. Having the police occasionally parked in between Drayton and Steventon doesn't work for the time when its not around. This situation needs to change before someone is hurt. <u>Traffic Calming</u> – Neither - A flat top hump will not work. I've lived on a road where there was one in London and it does nothing to stop speeding. Speed humps are not the answer, there is only one answer and that is a speed camera. Please stop cutting corners and put some proper traffic calming measures in.

Division(s): Didcot West; Hendreds and Harwell; Sutton Courtenay and Marcham

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED 40MPH SPEED LIMIT – SUTTON COURTENAY ROAD / MILTON ROAD

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to introduce a 40mph speed limit on the Sutton Courtenay Road and Milton Road linking Sutton Courtenay and Didcot.

Background

2. As part of measures to improve the safety and amenity of cyclists travelling between Didcot and Milton Park and Sutton Courtenay, it is proposed to introduce a 40mph speed limit on these roads as shown at Annex 1. The measures comprise the provision of new street lighting predominantly on the northern side of Milton Road, but with some lighting units located on the southern side of the road at the bend at the western end of Milton Road.
3. The reduction of the existing speed limit from 60mph to 40mph would support the implementation of a lighting scheme fully compliant with current standards taking account of the offset of such equipment from the carriageway, boundary fences and other street furniture that are present along the route, and will therefore contribute to road safety and encourage the greater usage on this improved commuter route by pedestrians and cyclists.

Consultation

4. The formal consultation on the proposal was carried out between 21 June and 21 July 2017. A public notice was placed in the Oxford Times and Didcot herald newspapers and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire & the Vale of White Horse District Councils, Didcot Town Council and Sutton Courtenay, Milton, West Hagbourne and Harwell Parish Councils.
5. Twenty seven responses were received. These are summarised at Annex 2 with copies of all of the full responses received available for inspection in the Members' Resource Centre.
6. Thames Valley Police objected to the proposal stating they were not convinced that reducing the speed limit alone to 40 will achieve a safe cycle environment and suggested other options are explored for this route.

7. Didcot Town Council also objected to the proposal, stating that it was considered unnecessary.
8. The Vale of the White Horse District Council expressed no objection to the proposal.
9. The remaining twenty four responses were from members of the public. Twelve expressions of support, ten objections and two responses expressing neither objection or support. The objections were primarily on the grounds that the proposed speed limit was unnecessary given the character of the road and the provision of the existing shared use footway/cycle track on the south and west side of the road, though additionally objections were received from cyclists on the grounds that the proposal failed to address the deficiencies of the cycle track in respect of its width and maintenance condition.

Review of responses

10. The objections from Thames Valley Police, Didcot Town Council and other respondents in respect of the justification of the proposal are noted, as are those relating to the need for a more comprehensive improvement to the cycle track. However there are significant site and financial constraints that would make the latter impractical to deliver in the short to medium term, and the proposal is essential to delivering street lighting compliant with current standards without the need for land acquisition and other costly measures. The lighting will significantly increase the attractiveness of this cycle route which has the potential to attract an appreciable number of additional cycle trips between Didcot (where there are very large residential developments in progress) and Milton Park, a key employment site.

Financial and Staff Implications (including Revenue)

11. Funding for the proposed speed limit change is available from the Science Vale Cycle Network project. The cycle network improvements will enhance sustainable access to employment in the Science Vale area. This strategy has been supported by the LEP and Department for Transport in awarding a grant allocation under the Local Growth Fund (LGF).

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

13. Funding for the proposed speed limit change is available from the Science Vale Cycle Network project.

RECOMMENDATION

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

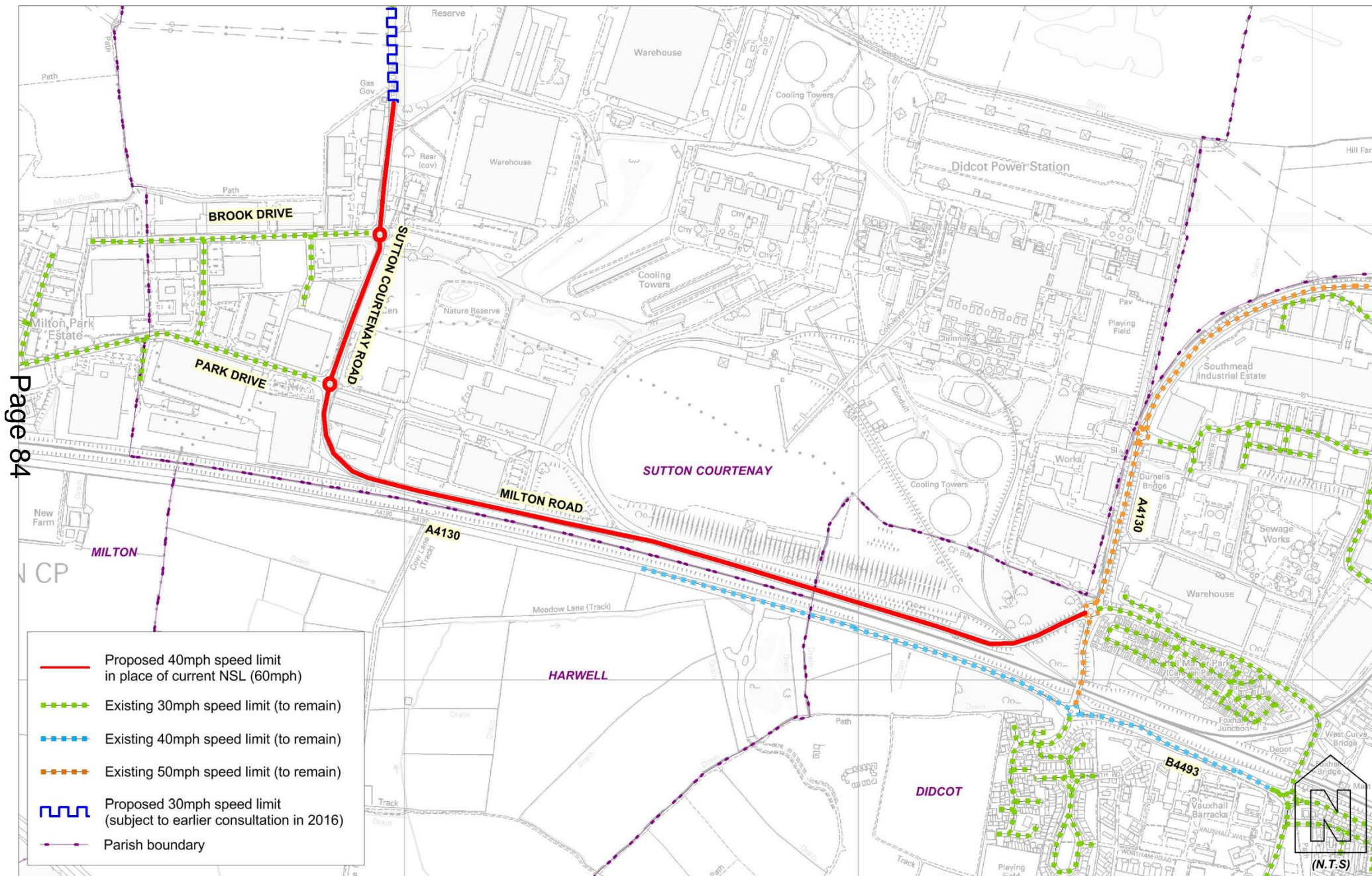
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	Object – I am not convinced that reducing the speed limit alone to 40 will achieve a safe cycle environment and that other options are explored for this route.
(2) Didcot Town Council	Object – Didcot Town Council opposes the reduction in speed limits on this road as it considers the proposed measure unnecessary.
(3) Vale of White Horse District Council	No objection – Satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the application.
(4) Local Resident, (The Cleave, Harwell)	Neither – <i>no comment.</i>
(5) online response, (unknown)	Object – This road already has a cycle path. I can see no benefit to the community or commuters to have a 40mph speed limit along this road. As far as I am aware, this road at its current mph does not cause large amounts of accidents. Reducing it to 40mph may cause more accidents as people may try to over take more.
(6) Local Resident, (Barrow Lane, Harwell)	Support – The shared pavement along this section of road is completely inadequate as a cycle facility. A lower speed limit is essential.
(7) (Park Drive, Milton Park)	Support – Feedback from potential cyclists at Milton Park indicates that the lack of lighting and the speed of vehicles (particularly HGVs) along this road is a major barrier to cycling to work. We therefore are very supportive of the plan to reduce the speed limit and look forward to further improvements such as lighting on this and other routes into the Park.
(8) (Olympic Avenue, Milton Park)	Support – As a cyclist I find the speed & closeness of vehicles very concerning. It can be dangerous to pass a pedestrian or oncoming cyclist as it means cycling close to the kerbside. Please install any street lighting so that it is not in the cycle path as this causes a hazard as well!.

(9) online response, (unknown)	Support – <i>no comment.</i>
(10) (Park Drive, Milton Park)	Support – <i>no comment.</i>
(11) online response, (unknown)	Object – I am a frequent cyclist, and a slower speed limit will do nothing to stop cars / HGVs behaving aggressively to cyclists. Instead cyclists need to be aware of their rights and attend training courses if they feel they are being intimidated by cars / HGVs to improve their confidence. Wasting public money on providing lighting and lowering the speed limit is overkill, as the cyclist anyway has to be able to cope with the next road junction where the speed limit increases once more and the lighting disappears. Police should be stationed to observe aggressive driving against cyclists, with stiff on the spot penalties enforced, and with training provided to offenders of what rights a cyclist has.
(12) online response, (unknown)	Support – The infrastructure linking Milton Park to Didcot is woeful and an embarrassing failure of planning policy. There should be a flat, lit, traffic free cycle-path from Milton Park to the train station!!! Also, the bridge over the train tracks that the Milton Park bus goes over should be closed to all but public transport. This is the first baby step towards moving into the 21st century by encouraging people out of cars and onto bikes/public transport. But you need to do more... a 30 mph limit, with traffic calming measures.
(13) Resident, (Swindon)	Support – I mostly support the new lighting and if the speed limit needs to be 40 to allow that then that's just a bonus. However as a cyclist who commutes on that road i will welcome the lower speed limit from a cyclist safety perspective.
(14) Local Resident, (Brunstock Beck, Didcot)	Object – The road running past the old power station is straight and you have a long line of sight whilst driving down it. There is also a cycle path to keep cyclists separate from traffic (though many cyclists do not use it). To lower the speed limit would only encourage dangerous overtaking. To improve safety the road should be drained better, as it often has standing water when it rains. Fixing the pot holes would also go a long way to making the road safer.
(15) Local Resident, (Roebuck Court, Didcot)	Object – Congestion to and from Milton Park will only get worse. This will be exaggerated further in coming years as the park expands and more traffic is also flowing out of great western park.

(16) online response, (unknown)	Object – The road already has a segregated space for cycles. The road is largely completely straight. There has been no serious incidents to warrant a reduction in the speed limit. Hundreds of cars use the road every day safely. Cars these days are safer, and have shorter stopping distances. If anything, the speed limit should be increased.
(17) Resident, (Maidenhead)	Neither – <i>no comment.</i>
(18) online response, (unknown)	Support – <i>no comment.</i>
(19) online response, (unknown)	Object – As someone who cycles this route everyday from Didcot to Milton Park I can assure you this isn't addressing the problem. The issue is that the off-road cycle path is too often overgrown and thus too narrow which then leads to the insecurity of cyclists (next to traffic or in dark etc). This cycle path needs to be properly maintained, surfaced, widened (up to the network rail fences) and kept free of glass/stones/grit which regularly adorn the surface. Reducing the speed limit solves none of these underlying issues. There needs to be a focus on improving infrastructure for cyclists rather than just penalising motorists and hoping it makes a difference. Falling off your bike into oncoming traffic at 40 or 60 mph makes no difference in the outcome!.
(20) Resident, (Bristol)	Support – <i>no comment.</i>
(21) Local Resident, (High Street, Milton)	Object – A marked cycleway running alongside would be preferable both to vehicle users, by maintaining the current speed limit, and to cyclists, who would be safer on a separate cycleway. Given that there is also an excellent cyclepath running along the A4130 (which will soon be linked to the western end of Milton Park) it seems that the reduction in limit is largely unnecessary for cyclists who already have good amenities in the Milton Road area. It would however impact the majority of users of that route who are driving vehicles along a road where 60mph poses minimal risk to off road cyclists. I'd suggest a survey of road vs path cyclists and cyclists vs vehicles and I suspect the outcome would be that the many would be negatively impacted so very few could benefit. This seems to be a lack of common sense especially when a much easier solution is at hand.
(22) Local Resident, (Westwater Way, Didcot)	Support – <i>no comment.</i>

(23) Local Resident, (Western Avenue, Milton Park)	Object – The road is not causing a problem with the speed limit that is currently in place - it appears that people want to change it so they seem to be doing something pro active when in fact it will make no change. If there is a bike there - then no one is able to do more than 20 anyway and in order to overtake the bike between bends it is needed to do more that 40 in some cases.
(24) Local Resident, (Merton Close, Didcot)	Support – I regularly commute along this road by bicycle. Any reduction in the speed limit would reduce the probability of being injured in an accident. It would also encourage more people to cycle between Didcot and Milton Park.
(25) Local Resident, (Abbott Close, Didcot)	<p>Object – I cannot support changing the speed limit of the road and wasting resources on lighting. Given the information I am aware of, you'd be better served simply making the cycle path wider. Sometimes I consider running to work, it's 3 miles, but I would rather run it than cycle. If this path was made wider, running would also be viable.</p> <p>To be honest, I don't even think the outlay of the current plans is justified when existing cyclists quite regularly choose not to use the path that is provided. It is a bit paradoxical granted, but I can't get behind it, since I just don't believe it will yield the necessary improvements.</p>
(26) Local Resident, (Slade Road, Didcot)	Object – I don't see any reason as to why the speed limit here should be changed to 40mph. The roads in and around Didcot are suffering with constant change with traffic lights at the Great Western Park causing backed up traffic in and around all roundabouts in this area e.g. Foxhall Road, Station Road and the outer perimeter roads from Appleford direction. So to slow the traffic down once it enters the Basil Hill exit towards Milton Osrk sound only help cause more issues.
(27) Local Resident, (Innovation Drive, Milton Park)	Support – <i>no comment.</i>

Division(s): Hendreds and Harwell

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER

PROPOSED REVISED SPEED LIMITS AND TRAFFIC CALMING MEASURES - GROVE ROAD AND ADJACENT ROADS , HARWELL

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to introduce a new 40mph speed limit on Grove Road at Harwell between its junction with the A4130 and a new junction giving access to residential development on the north side of Grove Road; a new 20mph speed limit eastwards from the 40mph speed limit to meet the B4493 - with the 20mph speed limit also including the other residential roads to the west of the B4493 in the vicinity of the new development (replacing the current 30mph speed limit on these roads) and provide revised traffic calming measures on Grove Road in the vicinity of the new access.

Background

2. The above measures are proposed in conjunction with a major new residential development to the north of Grove Road at Harwell. Plans showing the proposals are shown at Annexes 1, 2, 3 and 4.

Consultation

3. Formal consultation on the proposal was carried out between 20 July and 18 August 2017. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Harwell Parish Council and the local County Councillor. Additionally letters were sent to approximately 20 properties in the immediate vicinity.
4. Seven responses were received. These are summarised at Annex 5. Copies of the full responses are available for inspection in the Members' Resource Centre.
5. Thames Valley Police objected to the proposed 40mph and 20mph speed limit on Grove Road, on the grounds that they considered that a standalone 20 limit might give unrealistic expectations to the vulnerable user that vehicles would be travelling at low speed. However, they did not object to the proposed 20mph speed limit on the other roads included in the proposal.

6. County Councillor Fox-Davies, the local member, and the Vale of the White Horse District Council expressed no objection. Didcot Town Council expressed support for the proposals.
7. Responses were received from three residents. Two supported all the proposals and one – while not expressing any objection – raised a concern that the 20mph speed limit on Grove Road would not on its own reduce speeds sufficiently to ensure the safety of pedestrians, particularly given the increase in traffic resulting from the development and requested provision of a road hump.

Review of responses

8. The response of the police is noted but it is considered that, taking account of the character of Grove Road, the proposed lower speed limits are consistent with the Department for Transport guidance on setting local speed limits. While it is agreed that additional traffic calming measures – such as the road hump suggested above – would further help reduce speeds, the proposals as advertised reflect the outcome of a detailed consideration of the traffic safety measures required to accommodate the development.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

10. Funding for proposals has been provided by the developer of land adjacent to Grove Road.

RECOMMENDATION

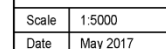
11. **The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised.**

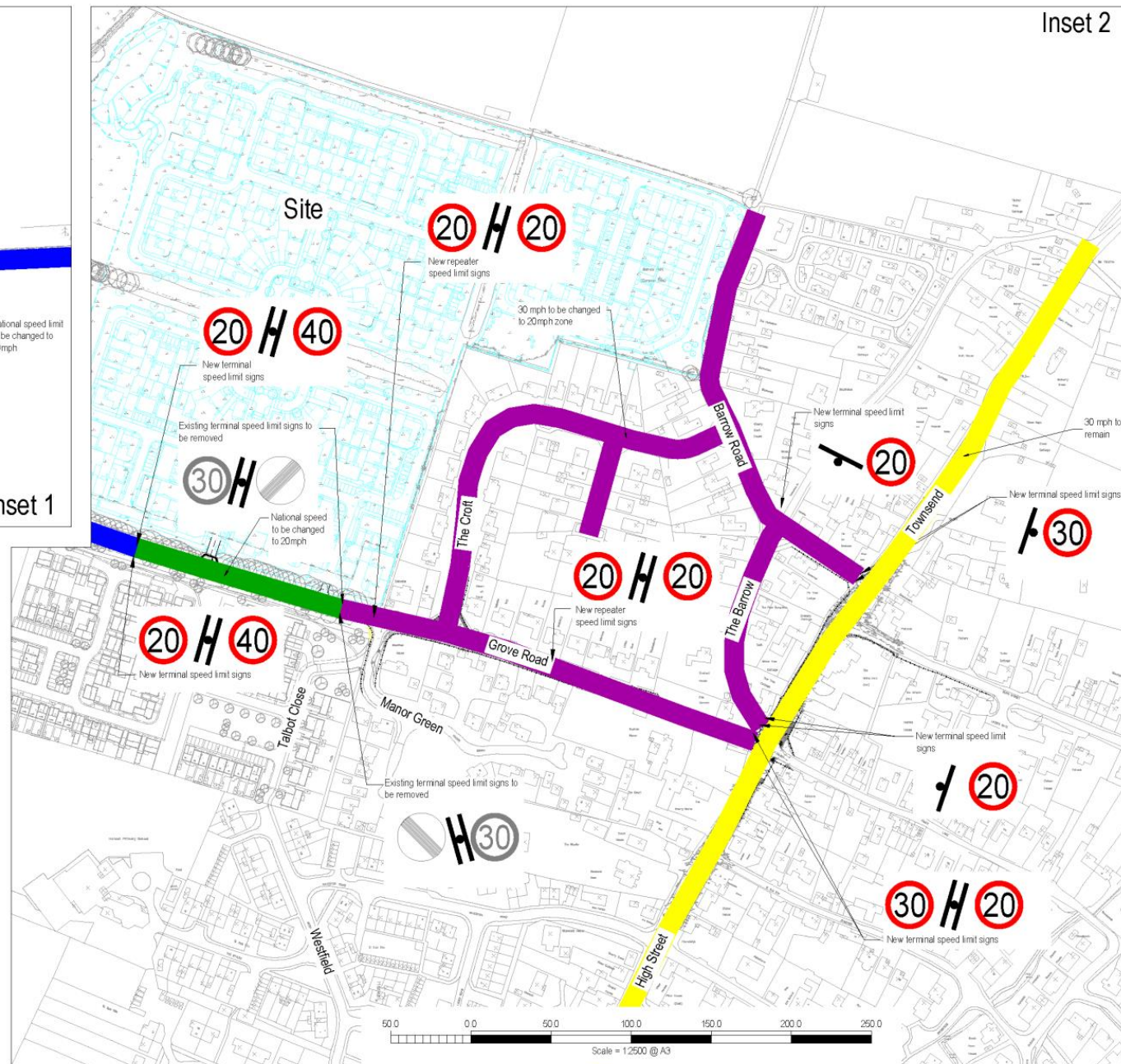
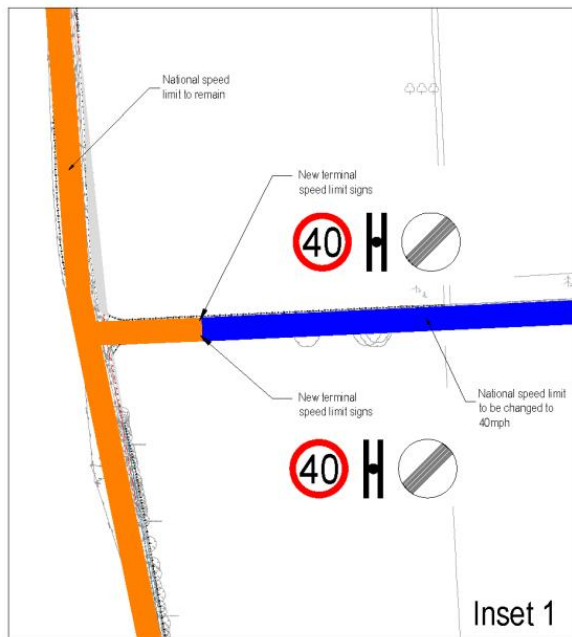
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017



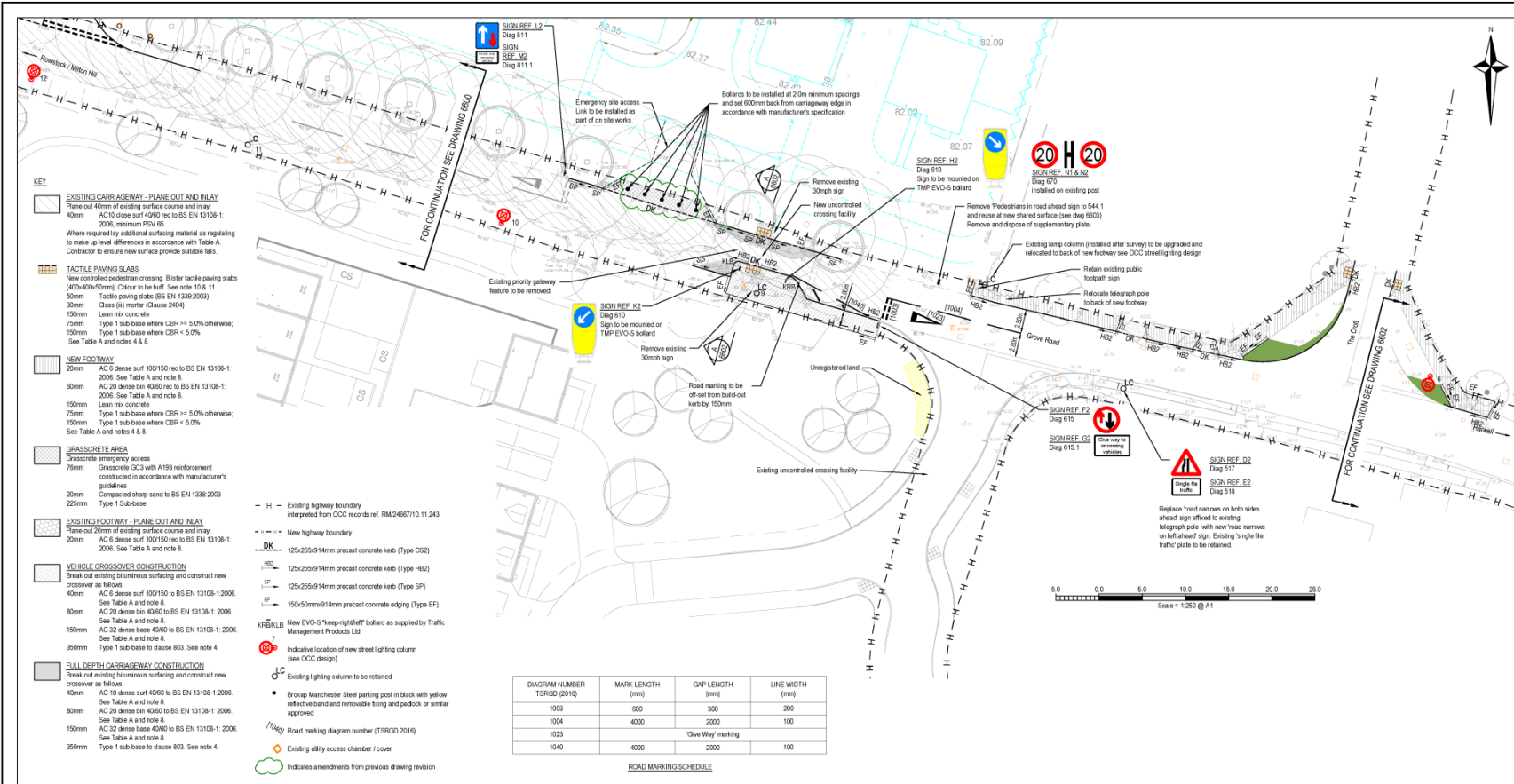


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Grove Road, Harwell
New Road Layout

TRAFFIC REGULATION ORDER PLAN
SHEET 2 OF 2

Scale	1:2500
Date	May 2017



NOTES

- This drawing to be read in conjunction with all relevant documents and specifications.
- Dimensions not to be scaled.
- All works shall be in accordance with Volume 1 of the "Manual of Contract Documents for Highway Works" - Specification for Highway Works" and Oxfordshire County Council's specific requirements.
- Road construction and depth of foundation is based on a Design CBR of 2.5% (see Figure 3.2 - IAN 7305 Rev 1 (2009)). During the construction phase the in-situ CBR must be checked against the Design CBR using the Dynamic Cone Penetrometer (DCP) method, Para 5.13, IAN 7305. Results to be reported to the Engineer prior to construction to confirm the in-situ CBR. CBR tests are to be carried out following proof rolling of the subgrade.
- For details on the location of existing services refer to the utility company record drawings. All existing services shall be marked out on the ground prior to any construction commencing.
- Cover levels to be adjusted to suit new carriageway/footway levels.
- All new kerbing to be precast concrete in accordance with BS EN 1340:2003 unless indicated otherwise. Upstand to be 125mm unless noted otherwise. Dropped kerbing shall be laid with an upstand of 4-10mm.
- The maximum and minimum depth for each layer of surfacing is summarised in Table A. Where depth of surface layer varies and is less than minimum depth permissible additional surfacing material from following layer shall be used.
- All areas of binder course exposed by planing shall be inspected by Oxfordshire County Council's Highway Inspector. All damaged areas of binder course shall be repaired by the Contractor.
- Falls across tactile paving shall not exceed 12mm in any direction with a desirable maximum of 1.20.
- All slabs should be laid so that the blisters are aligned in the direction of travel to the opposite crossing point.
- Trees and vegetation to be cut back around new street light columns as necessary, subject to arborist assessment if deemed necessary, to ensure required illumination levels are provided.
- Bond coats shall be applied between all pavement layers regardless of how long the preceding layer has been laid or whether it has been trafficked. Bond coat shall be Polyflood 50/Colbond 50 to Clause 5.5 of BS5948:2015. Spread rate shall be 0.30kg to 0.60kg for newly laid asphalt sub-base and 0.20kg to 0.50kg on planned and existing asphalt substrates.
- Joints between new and old tarmac to be sealed with HMAFAS approved Instabond Eco Anti-skid Overlaying System.
- Removable bollard padlock keys need to be provided to the local fire stations, OCC Area Office Rom Groves House Kidlington and Vale of the White Horse District Council.

TABLE A

Stone size	Layer thickness (mm)	
	Min.	Max.
0/6	15	50
0/10	25	50
0/14	35	70
0/20	50	80
0/32	60	100
Type 1	100	150*
Lean Mix	50	150

* Maximum depth of sub-base is based on an assumed CBR value of 2.5%. Further site investigation required to determine exact CBR value.

Reproduced from topographical survey undertaken by Brunel Surveys drawing number 12738-200-001.

Rev	Description	Date	Chkd
A4	Updated in accordance with Technical Audit comments 17/05/2017	01/09/17	MF
A3	Updated in accordance with Technical Audit comments 10/03/2017	28/03/17	MF
A2	Signage added. Street lighting added	01/11/16	MF
A1	Issued for APPROVAL	27/09/16	MF

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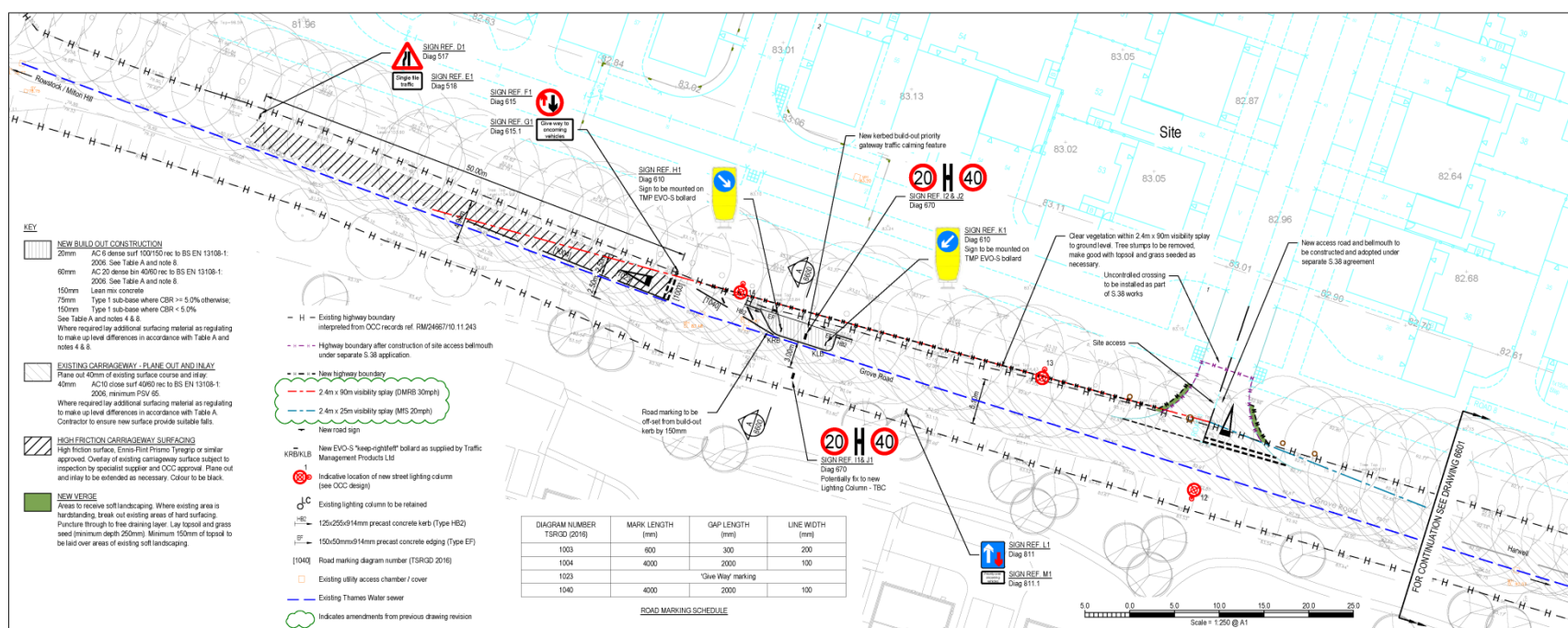
Client: Taylor Wimpey

Project: Alder View Harwell

Title: S.278 Highway Works
New Emergency Access & Pedestrian Improvements
Engineering Layout

Project Engineer: M. Ford Scale: 1:250 @ A1
Project Director: J. Birch Date: March 2016
Status: APPROVAL

Drawing No. TR8150734/6601 Rev A4



NOTES

- This drawing to be read in conjunction with all relevant documents and specifications.
- Dimensions not to be scaled.
- All works shall be in accordance with Volume 1 of the "Manual of Contract Documents for Highway Works - Specification for Highway Works" and Oxfordshire County Council's specific requirements.
- Road construction and depth of foundation is based on a Design CBR of 2.9% (see Figure 3.2 - JAG 7300 Rev 1 (2006)). During the construction phase the in-situ CBR must be checked against the Design CBR using the Dynamic Core Penetrometer (DCP) method. Para 5.13, JAG 7306. Results to be reported to the Engineer prior to construction to confirm the in-situ CBR. CBR tests are to be carried out following proof rolling of the subgrade.
- For details on the location of existing services refer to the utility company record drawings. All existing services shall be marked out on the ground prior to any construction commencing.
- Cover levels to be adjusted to suit new carriageway/footway levels.
- All new kerbing to be precast concrete in accordance with BS EN 1340:2003 unless indicated otherwise. Upstand to be 25mm unless noted otherwise. Dropped kerbing shall be laid with an upstand of 4-10mm.
- The maximum and minimum depth for each layer of surfacing is summarised in Table A. Where depth of surface layer varies and is less than minimum depth permissible additional surfacing material from following layer shall be used.
- All areas of binder course exposed by piling shall be inspected by Oxfordshire County Council's Highways Inspector. All damaged areas of binder course shall be repaired by the Contractor.
- Trees and vegetation to be cut back around new street light columns as necessary, subject to arborist assessment if deemed necessary, to ensure required illumination levels are provided.
- Bond coats shall be applied between all pavement layers regardless of how long the preceding layer has been laid or whether it has been trafficked. Bond coats shall be Polybond 501 / Casubond 501 in accordance with BS EN 15494:2015. Spread rate shall be 0.30kg to 0.60kg for newly laid asphalt substrate and 0.50kg to 0.80kg on planned and existing asphalt substrates.
- Joints between new and old tarmac to be sealed with HAFAS approved installed Eco Kiti-Aid Overbanding System.

TABLE A

Stone size	Layer Thickness (mm)	
	Min	Max
0/6	15	50
0/10	25	50
0/14	35	70
0/20	50	80
0/30	60	100
Type 1	100	150*
Lean Mix	50	150

* Maximum depth of sub-base is based on an assumed CBR value of 2.5%. Further site investigation required to determine exact CBR value.



Reproduced from topographical survey undertaken by Brunel Surveys drawing number 12738-200-001

A4	Updated in accordance with Technical Audit comments 17/05/2017	01/09/17	MF
A3	Updated in accordance with Technical Audit comments 10/03/2017	28/04/17	MF
A2	Note added: Street lighting added	01/11/16	MF
A1	Issued for APPROVAL	27/09/16	MF
Rev	Description	Date	Chkd

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Client :	Taylor Wimpey		
Project :	Alder View Harwell		
Title :	S 278 Highway Works Grove Road Gateway and Site Access Engineering Layout		
Project Engineer :	M. Ford	Scale :	As shown @ A1
Project Director :	J. Birch	Date :	March 2016
Status :	APPROVAL		
Drawing No.	TR8150734/6600		Rev

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>Object - to the current speed limit proposals for Grove road both 40 and 20. Imposing a standalone 20 limit might give unrealistic expectations to the vulnerable user that the road is more safe when it is not due to poor compliance of the lower limit.</p> <p>In principle I do not object to the lowering of the speed limit on the urban roads leading from Grove road .</p>
(2) Cllr Fox-Davies, (Hendreds & Harwell Division)	<p>No objection - I would like to make one addition/change to the recommendations that you sent out for the Grove Road and surrounding streets.</p> <p>Knowing the road well, I would much rather see the 20 mph limit carried further down towards the A4130, certainly down and back up the dip travelling away from the village. If that is unrealistic, then 30 MPH instead of 40 MPH to replace the national speed limit.</p> <p>Could I also add the ongoing need for a footpath from either Talbot Close, or Alder View through the fields, alongside Grove Road to A4130.</p>
(3) Didcot Town Council	<p>Support - The (Planning) Committee supports the traffic calming measures proposed on Grove Road and the roads coming off it. However, it is surprised that The Styles, Westfield, and Gaveston Road are not included as they constitute the route to Harwell Primary School.</p>
(4) Vale of White Horse District Council	<p>No objection - satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the application.</p>
(5) Local Resident, (Barrow Lane, Harwell)	<p><u>20mph speed limit</u> – Support – Townsend should have been included in this 20mph zone. It's narrow and cars often park on the pavement forcing people to walk in the road.</p>

	<p><u>40mph speed limit</u> – Support – <i>No comment.</i></p> <p><u>Traffic calming</u> – Support – <i>No comment.</i></p>
(6) Local Resident, (Church Lane, Harwell)	<p><u>20mph speed limit</u> – Support – I wish to add for consideration the implementation of 20mph speed limit for the High Street Harwell.</p> <p>Exiting the Lanes to the East of the High, whether as a driver, cyclist or pedestrian, is always dangerous due to the illegal but unenforced parking on the High right up to the junctions with the various Lanes. In the case of Church Lane, a residents' action group had a site meeting with your Highways Technician on 17 March 2014 at which he declared that no structural changes could be made to the junction as the pavement to the North was private property. Instead we should call 101 to get parked cars moved on and hope there would not be a fatality because of the speed of cars along the High into which one has to emerge. While there is no realistic expectation that a 20mph limit on the High would be enforced, the occasional miscreant would be apprehended and this, together with 20mph signage would at least serve to warn or remind drivers of the obscured junctions.</p> <p><u>40mph speed limit</u> – Support – <i>As above.</i></p> <p><u>Traffic calming</u> – Support – <i>As above.</i></p>
(7) Local Resident, (Grove Road, Harwell)	<p><u>20mph speed limit; 40mph speed limit; Traffic calming</u> Neither - We witness traffic speeds passing us at over 40 mph.in both directions. Concerned that even with a 20mph limit, this behaviour will not change without calming measures and that the danger to pedestrians will increase as the traffic volumes inevitably rise.. Requests the provision of a road hump / road humps to help achieve compliance with the proposed 20mph limit.</p>

Division(s): Eynsham

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED RELOCATION OF ROAD HUMPS – SPAREACRE LANE, EYNSHAM

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to remove an existing road hump at the eastern end of Spareacre Lane and to construct a new road hump to the same specification approximately 15 metres to the west.

Background

2. The above modification to the traffic calming measures in Spareacre Lane - originally constructed in 1993 - has been proposed by developers as part of works to create a new access for a residential development on the north side of Spareacre Lane. A plan showing the location of the proposal is shown at Annex 1, with the technical details of the proposal shown at Annex 2.

Consultation

3. Formal consultation on the proposal was carried out between 23 March and 21 April 2017. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Eynsham Parish Council and the local County Councillor. Additionally letters were sent to approximately 20 nearby properties.
4. One response was received. This is summarised at Annex 3. A copy is available for inspection in the Members' Resource Centre.
5. The response comprised an objection from the occupiers of a house adjacent to the site of the proposed road hump, on the grounds that it would prevent their carrying out an improvement to their driveway. A site meeting with the occupier and a member of the Oxfordshire County Council Traffic and Road Safety Team was held on 27 July at which verbal agreement was reached on a slightly revised location of the road hump which would not impact on the improvement to the driveway. However, no response was received from the occupier to an email sent following this meeting to confirm in writing their acceptance, and a follow-up telephone conversation indicated that the occupier still had some reservations over the proposal.

Response to objection

6. While acknowledging the preference of the occupier that the road hump is not relocated to this revised location, it is considered that the adjustment as agreed at the site meeting constitutes an acceptable accommodation of their concerns in respect of the impact of the scheme on their planned improvements to their driveway.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

8. Funding for the removal of the existing road hump and construction of the proposed new road hump has been provided by the developer of land adjacent to Spareacre Lane.

RECOMMENDATION

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

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

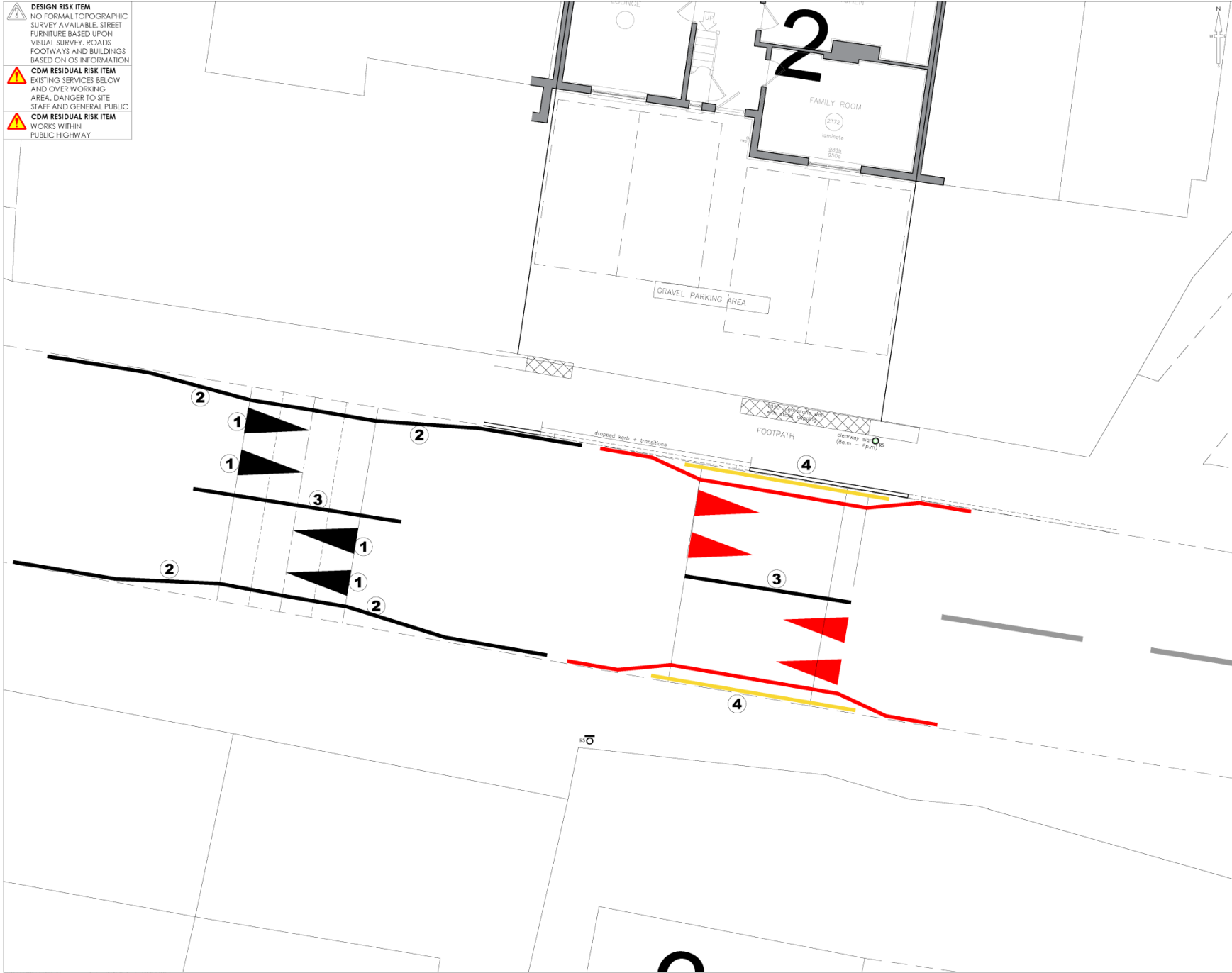
September 2017



DESIGN RISK ITEM
NO FORMAL TOPOGRAPHIC SURVEY AVAILABLE. STREET FURNITURE BASED UPON VISUAL SURVEY. ROADS FOOTWAYS AND BUILDINGS BASED ON OS INFORMATION

CDM RESIDUAL RISK ITEM
EXISTING SERVICES BELOW AND OVER WORKING AREA. DANGER TO SITE STAFF AND GENERAL PUBLIC

CDM RESIDUAL RISK ITEM
WORKS WITHIN PUBLIC HIGHWAY



NOTES

- All dimensions and levels are in metres unless otherwise noted
- This drawing is to be read in conjunction with the relevant Architect/Engineer's drawings, specifications and CDM documentation
- This drawings has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
- This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
- Digital copies of the plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.

White Lining Key

	Existing White lining to be removed
	Proposed White lining
	Existing yellow lines to be re-applied
	Existing White lining to be retained

①	Road Hump Marking to TSGD Diag.1042
②	Carriageway Edge Marking to TSGD Diag.1012.1 (130)
③	Centre Line Marking to TSGD Diag.1004 (4000,3000,100)
④	Single Yellow Line Marking to TSGD Diag.1017 (75)

PS1	ATD	RJW	Initial Issue	10/02/17
Rev	Drawn by	Checked by	Comments	Date
DRAWING TITLE White Lining Plan				
PROJECT No.2 Spareacre Lane Eynsham Oxfordshire				
DESIGNED BY RJW	DRAWN BY ATD	APPROVED BY DJ		
DATE 10/02/2017	SCALE 1:50 @ A1	SUBJECT TO TECHNICAL APPROVAL		
CLIENT Oxford Architectural Design Ltd				
JOB NUMBER ICS-2203	DRAWING NUMBER 05	REVISION P01		

RESPONDENT	SUMMARISED COMMENTS
(2) Resident, (Spareacre Lane, Eynsham)	Object - We strongly object to having the new road hump outside our house we were granted permission to have our extension May 2016 and with the planning permission that was granted by West Oxfordshire district council we were told that we have to open our driveway which means dropping two road kerbs which we intend to do in the very near future and this is where your proposing to put the new road hump this would make this very difficult to pull in and out of the driveway and also means that we lose our parking on the road outside our property as with the new road hump also mean new white lines which you're not allowed to park on we feel this is very unfair on us and this should have been brought to our attention at the time that the owner of Number 2 put their plans in as we would have strongly objected to their planning permission.

Division(s): Witney West and Bampton

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017

PROPOSED PUFFIN CROSSING THORNEY LEYS WITNEY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to install a puffin crossing on Thorney Leys, Witney.

Background

2. Due to development on the east side of the A4095 Curbridge Road, Witney, it is proposed to install a puffin crossing (a signalled crossing for pedestrians) on Thorney Leys just to the east of its roundabout junction with the A4095 Curbridge Road, as shown at Annex 1. If approved, the full costs of the scheme would be met by the developers.

Consultation

3. Formal consultation on the proposal was carried out between 12 July and 11 August 2017. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Witney Town Council and the local County Councillor.
4. 20 responses were received as summarised at Annex 2. Copies of the full responses are available for inspection in the Members' Resource Centre.
5. The responses comprised six objections, ten expressions of support, and four expressing no adverse comment.
6. Thames Valley Police noted that the proposed crossing is sited fairly close to the roundabout, but while the potential for shunt type and other collisions was noted, this was not considered to constitute a serious safety concern.
7. Witney Town Council and West Oxfordshire District Council expressed no objection, with the later commenting that the proposal was appropriate and should increase road safety.
8. Six objections were received from members of the public. These included concerns that the siting of the crossing close to the roundabout would lead to safety and congestion problems; the proposed crossing was not on an

established pedestrian crossing desire line and would therefore be a waste of money, with it also being noted that a crossing on Deer Park Road on the north west side of the roundabout would be preferable. One response was received from a resident adjacent to the crossing on the grounds of noise disturbance as vehicles braked for the crossing and then accelerated.

9. One response from a member of the public expressed no objection, but suggested that the crossing be sited further away from the roundabout.
10. Ten expressions of support were received, mainly from residents of Richmond Village. However, the latter were concerned that adequate linking footways be provided between the crossing and Richmond Village.

Review of responses

11. The responses of the police, Witney Town Council and West Oxfordshire District Council are noted. In respect of the police observation on the proximity of the crossing to the roundabout – and the objections to the crossing on these grounds received from members of the public - other signalled crossings in the county have been provided at similar distances from roundabouts and operate with good levels of safety and without causing undue delay.
12. The objections and other representations on the need for a signalled crossing on Deer Park Road near the roundabout to improve the safety and amenity of pedestrians and cyclists crossing here is noted. It is agreed that such provision would be helpful, noting the current crossing demand here, but the source of the funding for the proposed crossing (Richmond Village) could not be used for a crossing. However it is agreed that this matter should be reviewed in the context of further development in the area.
13. The objection from a resident adjacent to the crossing on the grounds of noise is noted, but such crossings are routinely sited on roads of a similar character and it is not considered that this would in practice prove to be a significant issue.
14. The expressions of support from residents of Richmond Village are noted and it is confirmed that as part of the scheme, linking footways will be provided.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

16. The full costs of the proposed waiting restrictions will be met by the developer of Richmond Village.

RECOMMENDATION

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

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017

Drawing No.

Revision 0

Rev.

Date


Purpose of revision

Drawn

Checked

Approved

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OXFORDSHIRE
COUNTY COUNCIL

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Director for
Infrastructure Delivery
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Oxfordshire County Council
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New Road
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Tel: 01865 310 1111

Project title

Witney
Thorney Leys
Proposed Puffin Crossing

Drawing title

Consultation

Drawing Status

Consultation

Scale @ A3

Drawn by RG

Checked by MW

Approved by MW

Date drawn June 17

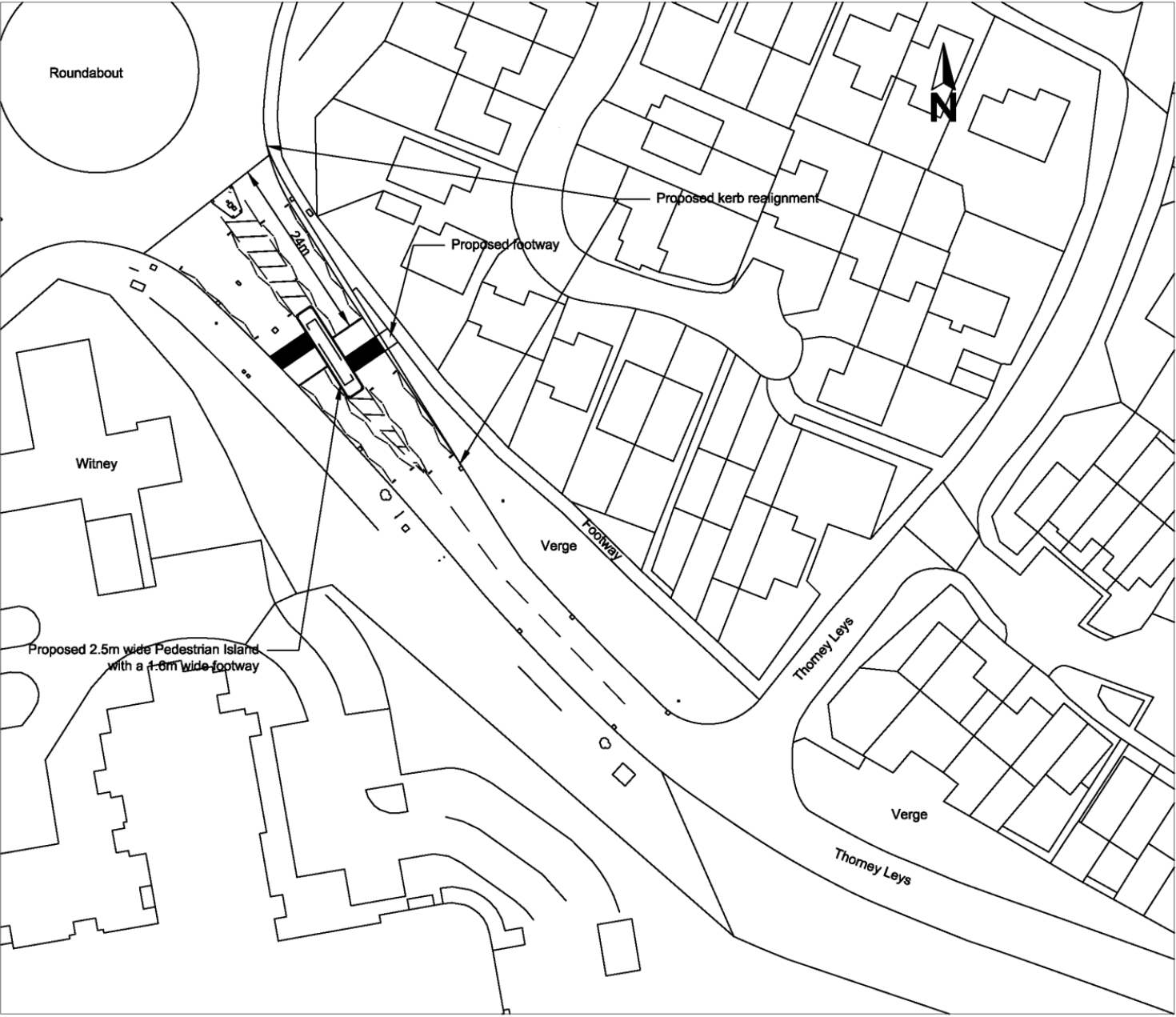
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Oxfordshire Project No. & File Ref

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Revision 0



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection – while the crossing is sited close to the roundabout which may lead to a risk of restart / rear shunt collisions, this is not considered a serious safety risk. The crossing will serve an established desire line due to the construction of new build on the western side of the carriageway. The design has a central island with pedestrian protective fencing which given the road width should improve safety for vulnerable users.
(2) Witney Town Council	No objection - Witney Town Council has no objection to the proposal.
(3) West Oxfordshire District Council	No objection - There are no conditions associated with the planning approval for the new residential care home that would affect this proposal. The Council believe that this will increase highway safety for those looking to cross in the vicinity of the new residential care home, and feel that it is appropriate that this has been proposed.
(4) Local Resident, (Thorney Leys, Witney)	Object – The proposed crossing is too near the roundabout and the entrances to Thorney Leys, and will cause congestion and delays for residents and congestion at the roundabout. Would have been preferable to construct a footway link and provide a puffin crossing nearer Burwell Meadow.
(5) Local Resident, (Spring Meadow, Witney)	Object - While an additional crossing is welcome, the bulk of pedestrians cross the road from Richmond Village first at Curbridge road, using the new island THEN cross Deer Park Road to the bus stops. I would strongly recommend an on the ground survey of footfall so this is not an expensive error. Other measures that could be considered include (1) the provision of bus stops on the south side of the roundabout on Curbridge road (2) An additional Puffin or Zebra crossing across the Curbridge road on the north side of roundabout, to help pedestrians crossing to / from the bus stops (3) Better footway provision on the south side of the roundabout (4) Consider the supplementary need from the additional 1000 homes being erected off Curbridge Road - a crossing on Deer Park Road will be required.
(6) Local Resident, (Cotswold Meadow, Witney)	Object - This will cause even more traffic congestion especially at peak times.
(7) Local Resident, (Thorney Leys, Witney)	Object - The entrance to Richmond Village is on the Curbridge Road and most people cross Curbridge Road to the North then cross over on the Deer Park side of the roundabout.. Also this proposed crossing appears to be far too close to the roundabout for traffic exiting the roundabout. Especially given the number of HGV's that use this road. If you have two exiting the roundabout when the puffin lights are on red the 2nd one will have its rear end sticking out on the roundabout which would be extremely dangerous.

(8) Local Resident, (Thorney Leys, Witney)	Object - The back garden of our house is very close to the proposed Puffin crossing and noise from traffic on Thorney Leys is already a major disturbance to the enjoyment of our garden. The crossing will increase the braking and accelerating of vehicles and therefore further increase the noise. It would seem sensible to site the crossing on Deer Park Rd where houses are set further from the Road.
(9) Local Resident, (Harvest Way, Witney)	Support - It would be ideal. That road is difficult to cross, especially for the less mobile. However the existing crossing for access to the Leys should be retained as it is needed too. That does mean that 2 crossings would be within a short distance of each other. A possible solution would be to put the puffin crossing half way between the 2 and remove the existing crossing. Not just the elderly but people with young children need a puffin crossing.
(10) Local Resident, (Spring Meadow, Witney)	Support - though requests that the crossing is sited on the other side of the roundabout on Deer Park Road or a second one put in to assist the people living on Spring Meadow, including parents with children walking to and from school at West Witney Primary School - it is dangerous crossing over Deer Park Road and there has been numerous near misses.
(11) Email Response, (unknown)	Object – it is sited too close to the roundabout, leading to a risk of that vehicles will be unable to stop in time leading to accidents. Also the crossing will be expensive and little used - the money could be better used for other things including maintenance of the road surface and signs. Also queries the footway provision in the area.
(12) Local Resident, (Coral Springs Way, Witney)	Neither – suggests that the crossing is sited further away from the Curbridge roundabout, perhaps closer to the Richmond Village “kissing gate” entrance and the public footpath, which runs along the Village boundary. I realise there is no pavement on that side as yet, as this would be a shorter distance for those using the bus service and dog walkers from the Thorney Leys housing estate cross that road to use the public footpath.
(13) Local Resident, (Tuckers Court, Witney)	Support - Please record my support for this proposal access to the nearest bus stop is at present dangerous for the residents of this retirement village involving as it does the crossing of busy roads. As to siting, since there are no asphalt footpaths adjoining either of the villages two frontages and as the kissing gate access to Thorney Leys is convenient for all residents, a crossing as close as possible to this point would be appropriate.
(14) Local Resident, (Tuckers Court, Witney)	Support - Like all other residents of the Richmond Village in Witney who currently risk their lives getting to and from the Si bus stops, I am delighted to hear of the proposed puffin crossing on Thorney Leys Road. For it to be useful to the residents of the Richmond Village, it will of course also require a pavement on the south side of Thorney Leys Road between the puffin crossing and the Richmond Village gate.
(15) Local Resident, (Tuckers Court, Witney)	Support - The proposal for a new signalled pedestrian crossing in Thorney Leys to help people who need to cross the road to get to and from Richmond Village is very welcome. I
(16) Local Resident, (Tuckers Court, Witney)	Support - this would seem to be a good idea not least for bus passengers. However, it would be little use unless there was a footpath from our Village entrance to Thorney Leys which is just a strip of grass at the moment. Also there would need to be a path along Thorney Leys as far as the crossing.

(17) Local Resident, (Tuckers Court, Witney)	Support - The proposed crossing would be most welcome, but will require suitable linking footway provision - the Richmond Village site has no external pavements, but only uneven grass verges between the property and both Thorney Leys and Curbridge Road. This is particularly troublesome to residents with walking difficulties and those using walkers or mechanical or electric wheelchairs. We would urge your planning department to rectify this situation as a matter of urgency, along with the installation of the proposed Puffin Crossing.
(18) Local Resident, (Tuckers Court, Witney)	Support - we are very much in favour of having a crossing across Thorney Leys as it would be safer for us and all the residents to cross the road for the bus stop required to go into Witney to do our shopping or visit the Doctors, Hospital or Dentist.
(19) Local Resident, (Tuckers Court, Witney)	Support - Please support this proposal as the traffic is very fast on Curbridge Road outside the main entrance to the Village and there is no indication that elderly people may be crossing as drivers approach the Thorney Leys roundabout, and as a frequent bus user find crossing here very difficult.
(20) Local Resident, (Tuckers Court, Witney)	Support - As a resident of Richmond Village, I write in support of a signalled pedestrian crossing in Thorney Leys to help people from the Village to get to and from the Si bus stops safely. It would also help those who wish to walk into Witney or are just out for a stroll. Walking is one of the healthiest activities especially for the elderly, but we need to be able to cross the busy roads safely. The bus route is very helpful, providing a good way for residents to maintain a healthy and independent lifestyle for as long as possible. I use it regularly but do find difficulty in crossing the roads to get to the bus stops. I also walk into town sometimes, but have the same problems with the closest roads.

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